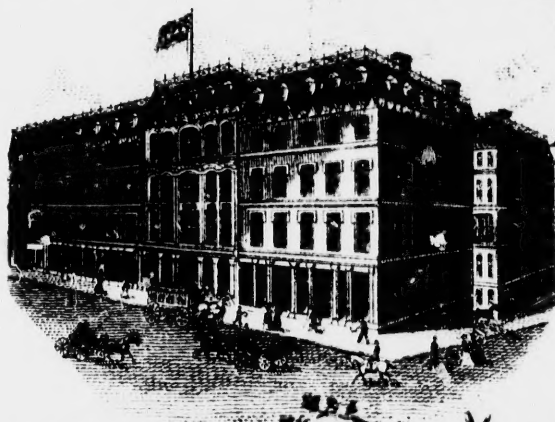


# St Lawrence Hall



HENRY HOGAN  
Proprietors

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# MONTREAL ROOFING CO.

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Breweries, Sugar Refineries,  
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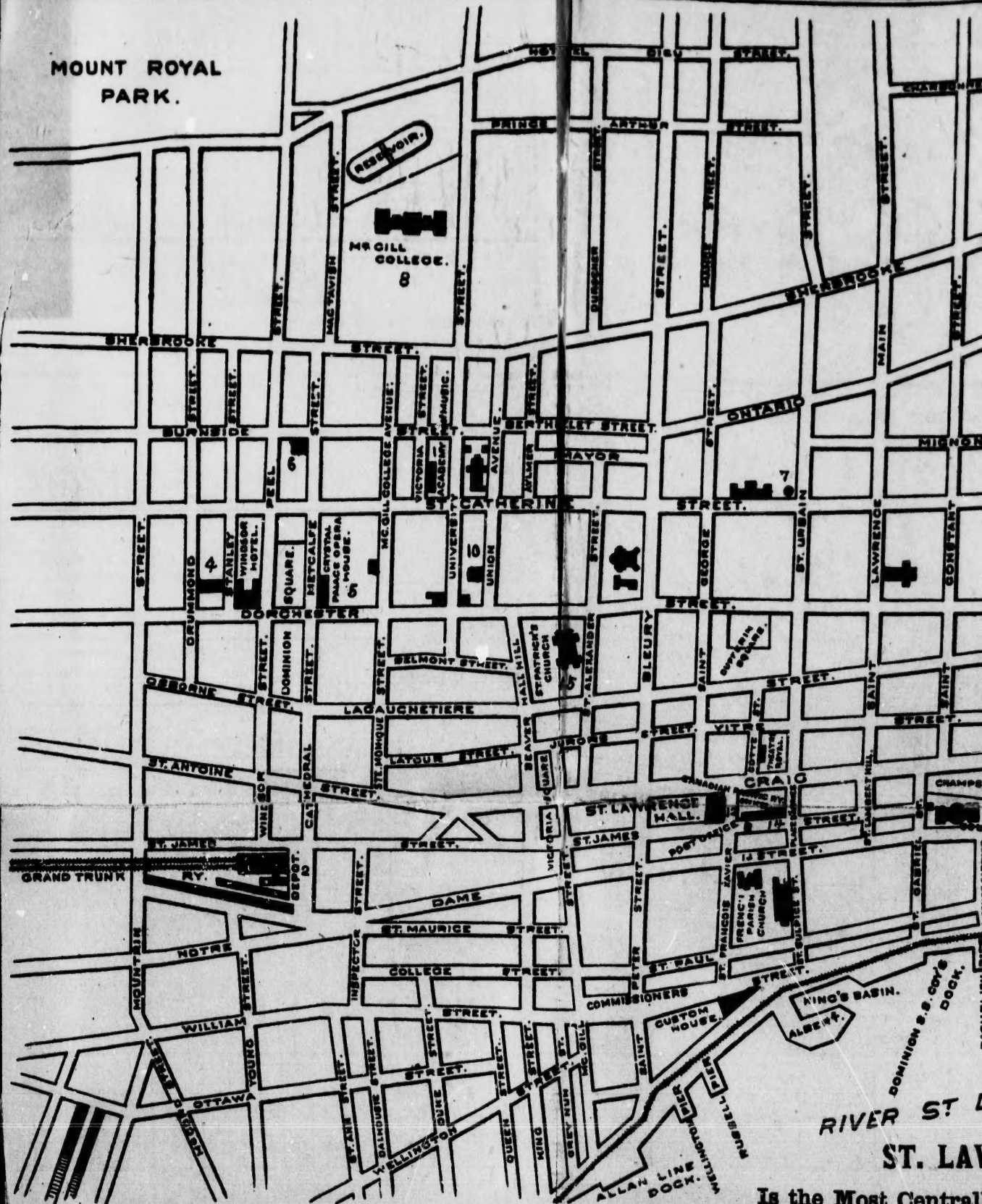
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MOUNT ROYAL  
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# KEY TO MAP.

- No. 1. Academy of Music.
- No. 2. Grand Trunk Depot.
- No. 3. Canadian Pacific Depot.
- No. 4. Victoria Skating Rink.
- No. 5. Crystal Skating Rink.
- No. 6. Mont. Amateur Athletic Ass. Club House.
- No. 7. Cyclorama.
- No. 8. McGill College Grounds.
- No. 9. Bank of Montreal.
- No. 10. Barnum's Gymnasium.
- No. 11. Drill Hall.
- No. 12. Post Office.
- No. 13. French Parish Church.
- No. 14. St. Lawrence Hall.
- No. 15. St. Peter's Cathedral.



**M. TIMMONS & SON,**  
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**Only Genuine English Ginger Beer.**

308 CRAIG STREET.

**Guide to the  
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**BUSINESS HOUSES.**

**ST. LAWRENCE HALL,**

the Most Centrally Located Hotel in the City.

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MOST POPULAR WINE  
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# ST. LAWRENCE HALL, MONTREAL.

Few Hotels in the Dominion or on the Continent have won the widespread popularity for prompt and satisfactory management as has the ST. LAWRENCE HALL. For over thirty-five years the travelling public have found the "HALL" the best and most complete equipped house in the country, in all its departments. Every want that human foresight can supply, for the comfort and convenience of guests, the management has ever provided for, and it is this attention that has given to the "HALL" its fame as the leading Hotel of Canada, both in the United States, Great Britain, and the European Continent. For over a quarter of a century, the "HALL" has held this proud position, and has had as its guests the most illustrious representatives of Royalty and the peerage who have in that period visited the Metropolis of the Dominion.

## THE LOCATION

the "HALL" on St. James Street, the principal thoroughfare of the city, cannot be surpassed in a sanitary point of view, and is the most centrally situated for all travellers. It is in the midst of the Banks, Courts, and principal Public Offices, Wholesale and Retail Houses; and its immediate vicinity are many of the chief historic attractions of the city.

## IMPROVEMENTS.

The growth of Montreal in the past few years, and the ever-increasing demand for first-class accommodation required by the travelling public, has called for large additions to the "HALL," which have been carried out and just completed. These additions have largely added to the comfort and beauty of the House. The massive and elegant exterior—five stories high, with mansard roof, and a clear frontage of 125 feet, on the most fashionable street of the City—at once attracts the attention of the tourist, and a visit inside soon leads to the conclusion—that for polite attention and satisfactory management, the "HALL" has no superior. The new improvements have increased the accommodation for guests to over 300 well-lighted and airy rooms, furnished in the most tasteful style, and with every modern convenience. Passenger Elevators are also provided, and the whole of the Corridors, Reading, and other Public Rooms, have been lighted, furnished, and decorated in the most artistic manner.

No more sick headache, if you use Carter's Little Liver Pills.

## THE DRAWING ROOMS.

The "HALL" is now provided with two of the handsomest Drawing-Rooms in the City. The new room is one of the recent improvements, and is a marvel of beauty and elegance in its decorations, frescoes, and furnishings. The whole of the wood work is of red cherry, with Lincrusta Walton panellings in gold; rich mirrors adorn the walls, and massive Gas Candle Chandeliers are suspended from the ceiling. The upholstering is of the richest and most luxurious description—the carpets, chairs, sofas, ottomans, etc., being specially made to suit the adornments of the room. When lit up at night, the room, with all its appointments, cannot be surpassed for beauty and comfort. The old Drawing-Room has also been refitted and refurnished with all the latest modern improved furnishings.

## THE DINING ROOM

has been enlarged, making it 100 feet long by 50 feet broad, and capable of seating 400 guests. The room has been thoroughly renovated and decorated, in an appropriate and elegant manner, by the best Italian Artists, and is lighted by Gas and Electric Light. Every attention has been paid to ensure guests the best and most appetizing meals with prompt and diligent waiting.

## THE CUISINE.

The "HALL" has heretofore been ever in advance in this department, and intends to remain so. Having better facilities, with an accomplished *chef* at the head, the wants and tastes of all our guests will be carefully attended to in a satisfactory manner.

Billiard, Hair-Dressing, Sample, and Bath-Rooms, are all connected with the Hotel.

All Trains and Steamboats are met by the "HALL" 'busses, and polite and attentive porters are always in attendance to look after guests' baggage, etc.

Rates from 10, 12, and 14 shillings per day, according to location.

MR. HOGAN, the genial proprietor, is still to the fore, and gives his personal supervision to all departments of the House, thus securing for his guests every attention required.

---

**When you suffer from sick headache, use**



## Notice to Travellers !

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The firms represented in this Book are **STRICTLY FIRST-CLASS** in every respect, and intending purchasers will do well to give them a call before purchasing elsewhere.

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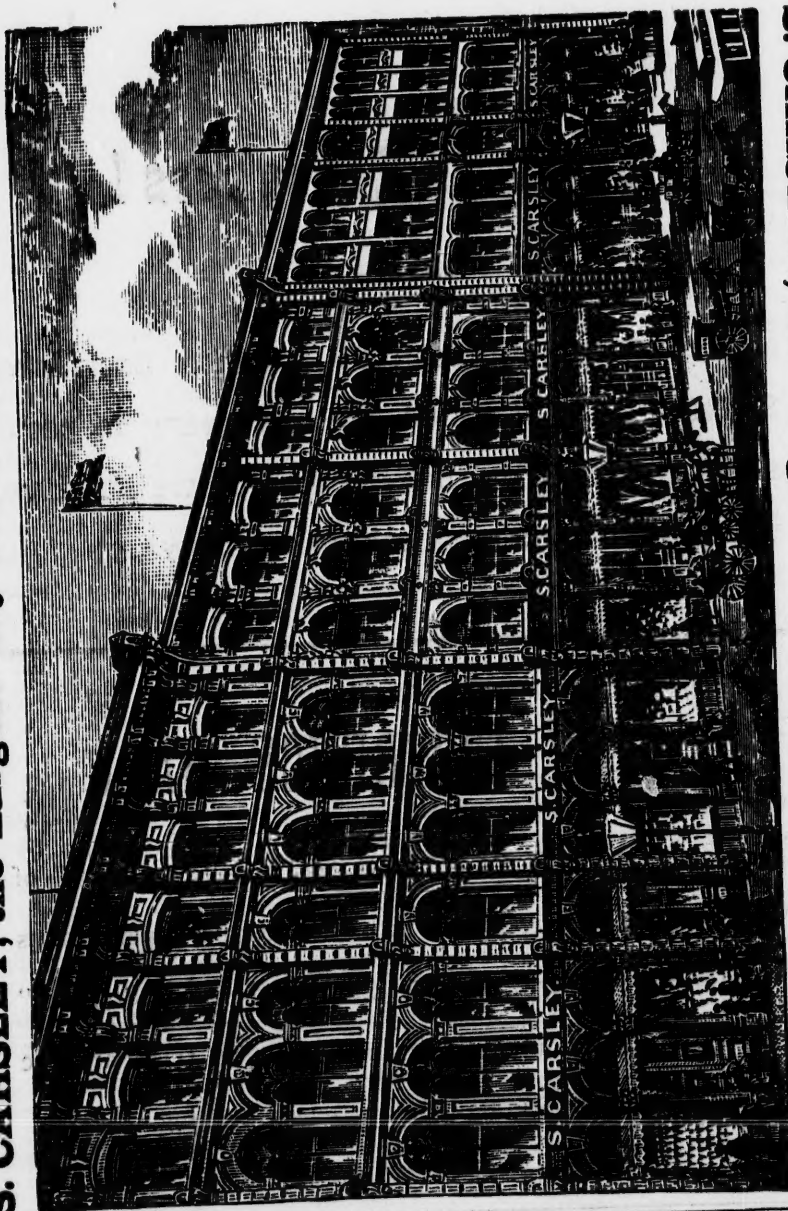
## THE ST. LAWRENCE HALL

is situated on Great St. James Street, the "Broadway" of Montreal, and is surrounded with the most prominent points of history in the city, and Street Cars for the new "SOHMER" Park pass the door every few minutes. In this Park, the famous Montreal City Band plays every evening.

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Carter's Little Liver Pills.

**S. CARSLLEY, the Largest Dry Goods Store in Montreal.**



**Notre Dame Street, - - MONTREAL**

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## PLACES OF INTEREST IN MONTREAL.

### MCGILL COLLEGE UNIVERSITY—

- OBSERVATORY,—LIBRARY,  
REDPATH MUSEUM OF NATURAL HISTORY,  
DAVID MORRICE HALL.

### CHURCHES, ETC.—

- CHRIST CHURCH CATHEDRAL,  
CHURCH OF THE GESU,  
CHURCH OF NOTRE DAME DE LOURDES,  
BONSECOURS CHURCH,  
NOTRE DAME CHURCH,  
(Elevator to top of towers.)  
GREY NUNNERY,  
ST. PETER'S CATHEDRAL.

- WHARVES AND LACHINE CANAL,  
VICTORIA BRIDGE,  
CITY HALL AND COURT HOUSE,  
NELSON'S MONUMENT,  
BONSECOURS MARKET,  
CYCLORAMA.

### ART GALLERY,

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POST OFFICE,  
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FULL LINES OF LADIES' AND GENTLEMEN'S GLOVES

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**WATERPROOF CLOTHING**

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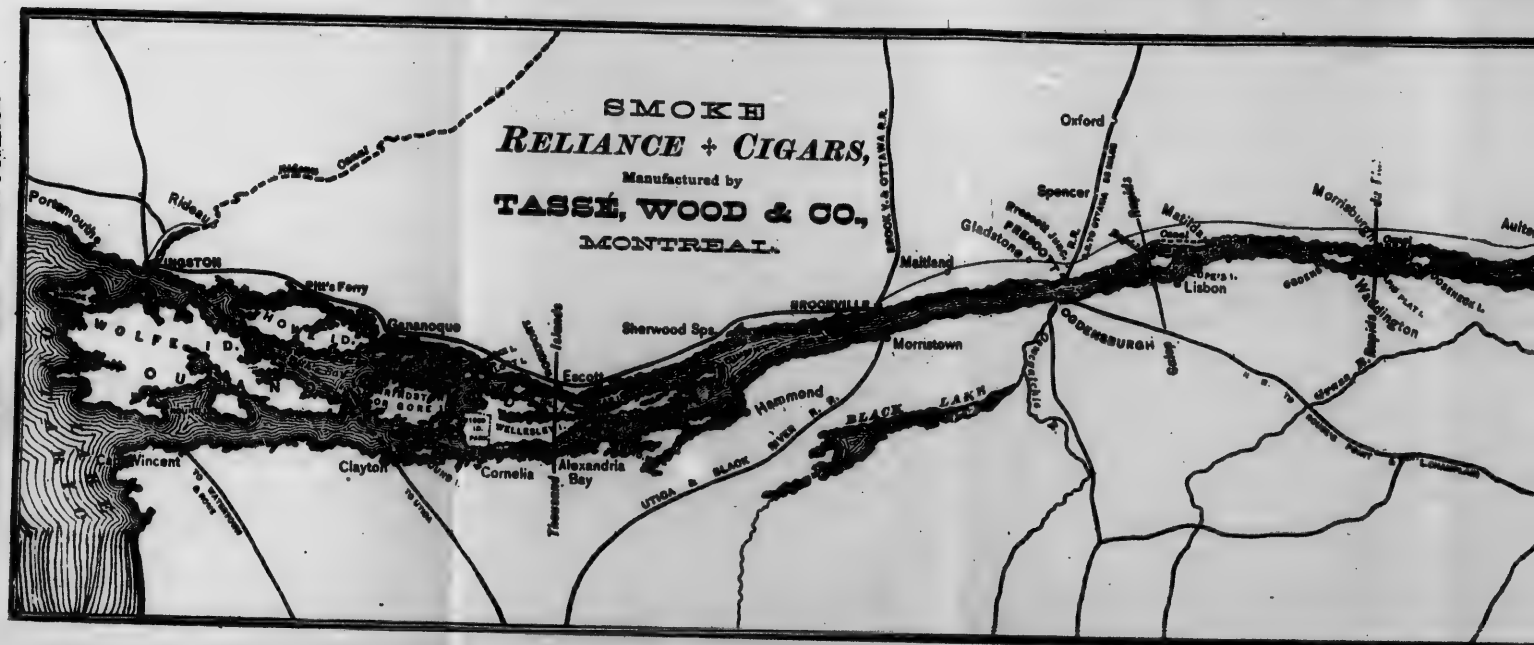
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KINGSTON AND MONTREAL.



Go to ST. LAWREN

ST. LAWRENCE HALL.



STEAMER ROUTE BETWEEN



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## + MONTREAL CAB TARIFF +

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**One Horse Vehicles.**—Time allowed—Fifteen minutes, for one or two persons, 25 cents; for three or four persons, 40 cents. Time allowed—Thirty minutes, for one or two persons, 40 cents; for three or four persons, 60 cents. *For the first hour.*—For one or two persons, 75 cents; for three or four persons, \$1. For every subsequent hour, for one or two persons, 60 cents; for three or four persons, 75 cents.

**Two Horse Vehicles.**—Time allowed—Fifteen minutes, for one or two persons, 50 cents; for three or four persons, 65 cents. Time allowed—Thirty minutes, for one or two persons, 65 cents; for three or four persons, 75 cents. For one or two persons, \$1; for three or four persons, \$1.25.

**Baggage.**—For each trunk carried in any such vehicle, 10 cents.

No charge for travelling bags, valises, boxes or parcels which passengers can carry by the hand.

When the drive exceeds half an hour, hour rate to be charged; fractions of hours for any drive exceeding one hour shall be charged at *pro rata* hour rates as above established for drives by the hour.

For drives between midnight and four o'clock in the morning, fifty per cent. shall be added to the tariff rates above established.

The tariff by time shall apply to all drives extending beyond the city limits, provided the engagement be made within said limits.

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**271 NOTRE DAME STREET, MONTREAL,**

**Hatters and Furriers**

Were awarded the International and only GOLD MEDAL for Furs  
from the Dominion of Canada.

**Importers of FINE RUSSIAN and OTHER FURS,**

Personally selected. We specially invite Strangers to visit our brilliantly-lighted  
Show-Rooms, where a large assortment of Furs are constantly on view.  
Prices to suit the times.

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**SEAL SACQUES AND FUR-LINED COATS**

**A SPECIALTY;**

**Also the largest Stock of Imported English and  
French Hats to be found in the City.**

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**MARTIN & SANGSTER'S UMBRELLAS, WATER PROOFS AND RUBBER GOODS.**

**A positive cure for sick headache.**

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brilliantly-lighted  
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English and  
City.

RUBBER GOODS.

## TORONTO.

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 **T**ORONTO is the Capital of the Province of Ontario, and one of the most flourishing cities in the Dominion. It is situated on a beautiful bay, separated from the lake by a peninsula known as Gibraltar Point, which serves to form a safe and well-sheltered harbor. Its streets are broad and well laid out, and the city generally is built of a light-colored brick, of a soft, pleasing tint. Its buildings are very substantial, and many of them beautiful. There are over fifty churches and about fifteen banks, and many of these edifices are strikingly grand. Its fine harbor affords great facilities for extensive traffic, and various lines of lake and river steamers run daily to all ports East and West. Five lines of railways also connect the city with all places of importance.

Having viewed Toronto, we arrange for the continuation of our tour eastward, which may be done either by boat or rail. If we choose the former, we avail ourselves of the superior accommodation afforded by the boats of the Richelieu and Ontario Navigation Company (Royal Mail Line), which leave their wharf daily (Sundays excepted) for Montreal at 2 o'clock P.M. Next place of call is

**DARLINGTON**, which has an extensive flour and grain trade, and other products from the interior; it is the port of call of the town of Bowmanville, which is two and one-half miles inland. The next calling place is

**PORT HOPE**, situated sixty-three miles from Toronto. The harbor is one of the best on the lake; it is a pretty town, and contains over 6,000 inhabitants. The Midland Railway from Lindsay, Peterboro', and other towns in the interior makes this its terminus. Six miles further the steamers call at

**COBOURG**, a town of 5,000 inhabitants; situated in the centre of an exceedingly fertile section of the country, it has a safe and commodious harbour; an extensive trade in grain, iron ore, and other pro-

**Carter's Little Liver Pills.**

## Lake Champlain.

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The Tourist intending to go through LAKE CHAMPLAIN must remain over night at Plattsburgh.

"To sleep well at Plattsburgh the Tourist had best go to the WITHERILL HOUSE up in the Town. A Hotel is located near the Station, but frequent passing trains murder sleep. One can rest undisturbed by taking the slight trouble of riding a short distance in a comfortable 'bus, FREE OF CHARGE.—*Augusta, Ga., Chronicle.*"

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RATES: \$3.00 and \$2.50 PER DAY.

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FREE CARRIAGE TO AND FROM ALL BOATS AND TRAINS.

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WM. DOW & CO.

Brewers and Maltsters,

MONTREAL.

When Travelling, ask at your Hotel for their Celebrated

**INDIA PALE ALE**

When at Home, get it from your Grocer

IN CAPSULED BOTTLES, QUARTS OR PINTS.

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**Ills produced by disordered liver, cured by**



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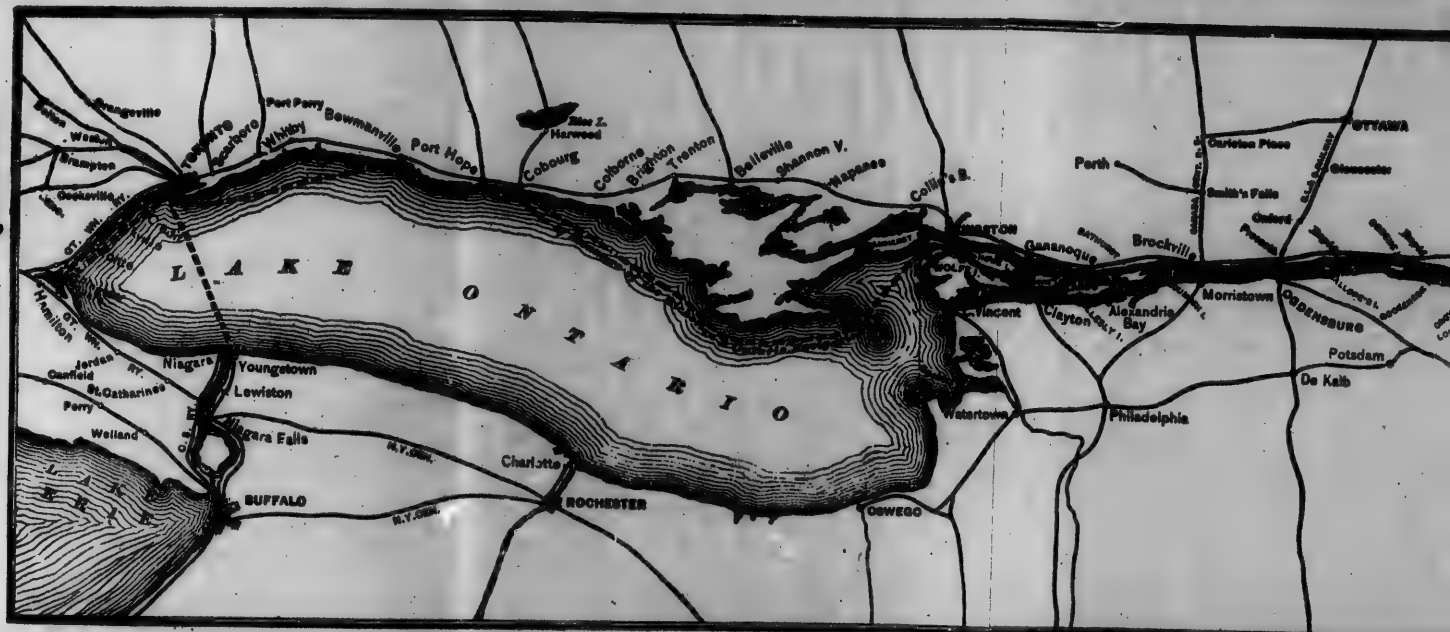
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TORONTO AND QUEBEC.



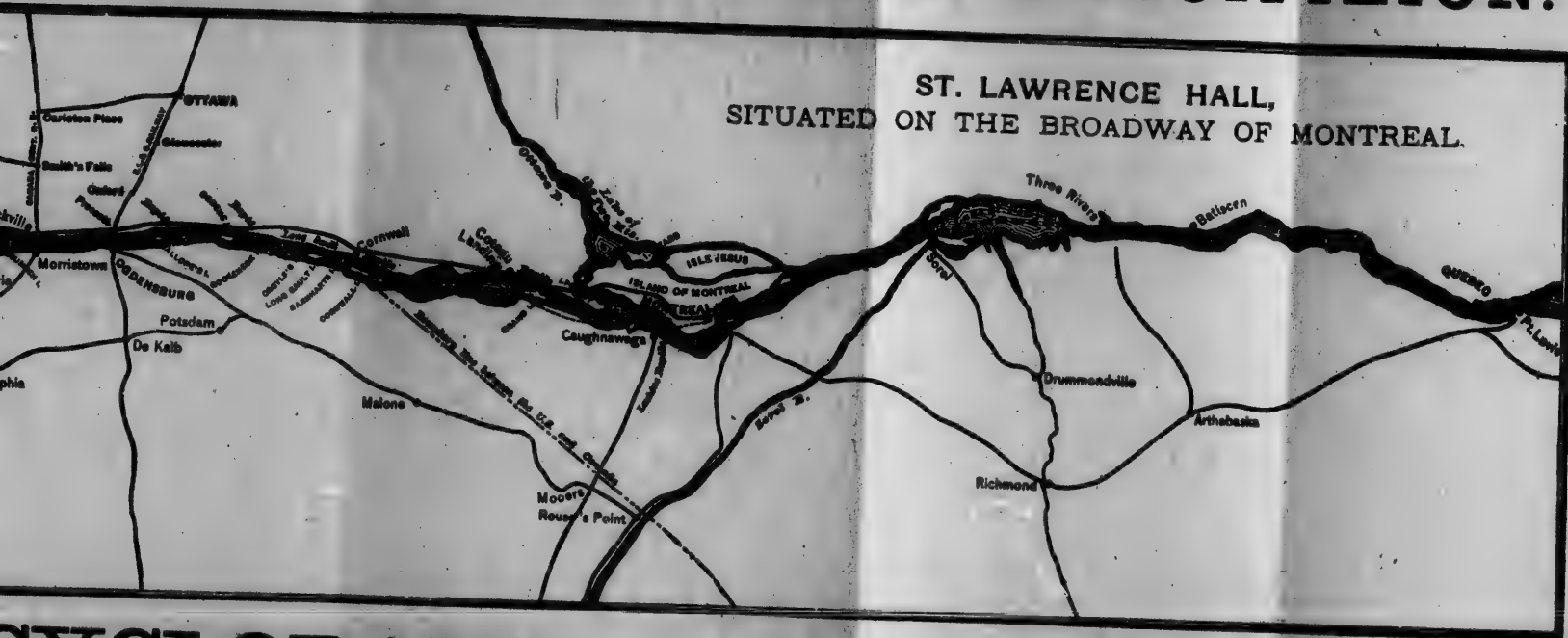
Showing Mounts **ZION, MORIAH, OLIVET, MIZPAH**, Garden of Gethsemane, Calvary, with all the incidents of that eventful period. It is the most wonderful and the grandest Work of Art of the century. Visited by thousands of all creeds and peoples. Covering 377 ft. long by 46 ft. high. Visitors to Montreal should not fail to see it. The Finest Object Sermon on Scripture History ever beheld. **GO TO THIS**

## CYCLO

CORNER OF ST. CATHERINE

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# LY LAND, at the time of the CRUCIFIXION.



STEAMER ROUTE BETWEEN

## CYCLORAMA,

OF ST. CATHERINE AND ST. URBAIN STREETS,  
MONTREAL.

Open daily, 9 a.m. to 10.30 p.m. Sundays, 1 to 10.30 p.m.

STREET CARS PASS THE BUILDING.

City Tariff, for Cab from any part of the city to the Building, for one or two persons, 25 cents.

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KINGSTON, which, after Quebec and Halifax, has the strongest fort in the Dominion. A settlement was begun here by the French under Governor de Courcelles in 1672, and was known as Fort Cataraqui. Subsequently, a massive stone fort was erected by Count de Frontenac, and received his name. This fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet in 1758. Finally, the place fell into the hands of the English, from whom it received its present name. A large trade is done here in the transhipment of grain from lake vessels into barges. Amongst other public buildings are the Provincial Penitentiary, the Military School, etc.

On leaving Kingston (5 A.M.), the steamer soon enters the wonderful and beautiful collection of isles known as

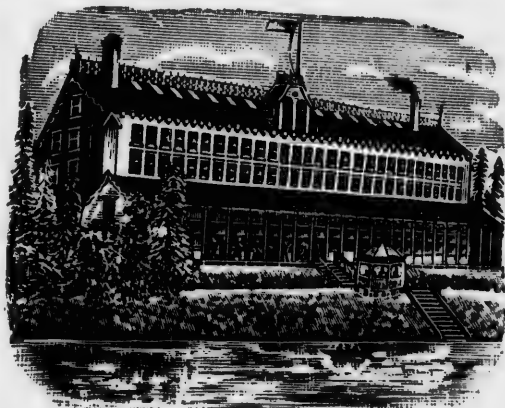
THE THOUSAND ISLANDS.—These islands commence near Kingston, and extend downward to Brockville, a distance of over fifty miles. They form the most numerous collection of river islands in the world, are of every imaginable shape, size, and appearance, some being mere dots of rock a few yards in extent, others covering acres, thickly wooded, and presenting the most charming appearance of rich foliage conceivable. At times the steamer passes so close to these islands that a pebble might be cast on their shore; while, looking ahead, it appears as though further progress was effectually barred, when rounding the points amid widening passages and bays the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found. Angling is considered very good, and one of the best places on the St. Lawrence, from the great quantity and size of the fish. These islands are becoming famous as a summer resort by the great number of men of the United States, numerous handsome villas having been

---

**Carter's Little Liver Pills.**

# ST. LEON SPRINGS

## QUEBEC.



**T**HIS Celebrated Establishment, one of the most delightful and agreeable summer resorts on the continent, will be open to the public on June 1st.

The numerous tourists who visit this beautiful spot annually will find it this year, under the new management, more attractive than ever. The proprietors will spare no effort in catering to the comfort and enjoyment of the guests.

The cuisine will be under the immediate management of a leading professional cook. Special facilities will be given for all kinds of recreation such as billiards, bowling, croquet, lawn tennis, boating, etc.

Coaches will be in waiting for guests at Louisville on the arrival of all trains.

For terms apply to

**M. A. THOMAS, Manager.**

### TIME TABLE.

Trains leave MONTREAL for  
St. Leon Springs at

8.10 A.M.

5.00 P.M.

10.00 P.M.

3.30 P.M., Sundays only.

Distance from Montreal, 70 miles.

Trains leave QUEBEC for St.  
Leon Springs at

1.30 P.M.

10.03 P.M.

Distance from Quebec, 95 miles.

**A positive cure for sick headache—Carter's Little Liver Pills.**



**NGS**

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**KAS, Manager.**

**QUEBEC for St.**

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**Quebec, 95 miles.**

**the Liver Pills.**

**RICHELIEU AND ONTARIO NAV. CO'S STEAMER.**



# THE ROSSIN HOUSE



YORK AND KING STREETS,  
**TORONTO, - - Ontario.**

Most Central Location,

Convenient to Steamboat Landings,  
and Union Railway Station.

**FIRST-CLASS IN ALL APPOINTMENTS.**

↔ **PRICES GRADUATED** ↔

**ALEX. B. CRAIG,**  
*Chief Clerk.*

**A. NELSON,**  
*Proprietor.*

**Prompt relief for dizziness, nausea, and constipation.**

# HOUSE



erected thereon, and other improvements going on increasing every year. By this line tourists have the option of going through these beautiful islands either by the British or American channel.

On leaving Kingston, the first stopping place on the American shore is the village of

CLAYTON, a place of considerable importance as a lumbering port. Of late years it has become a great resort for pleasure-seekers. The fishing and shooting are amongst the best on the St. Lawrence. The next two stopping places are ROUND ISLAND and the GREAT THOUSAND ISLAND PARK. The boat then proceeds to

ALEXANDRIA BAY.—This town is built upon a massive pile of rocks; its situation is romantic and highly picturesque. It is a place of resort for sportsmen, and is celebrated for its shooting and fishing. The beauty of the islands in this vicinity, for several miles up and down the river, can hardly be imagined without a personal visit. It has attained great prominence as one of the leading watering-places. We have now passed through the "LAKE OF THE THOUSAND ISLANDS," and speedily find ourselves at the thriving town of

BROCKVILLE, situated on the Canadian side of the St. Lawrence, and thirty miles below Gananoque. It was named in honor of General Brock, who fell on Queenston Heights in the war of 1812. It is growing very rapidly, and is one of the most pleasant, healthy, and thriving towns on this side of the river. Next comes

PRESCOTT, situated on the Canada side of the St. Lawrence, opposite Ogdensburg; it contains about 3,000 inhabitants. A mile below this town is "WINDMILL POINT;" it contains the ruins of an old stone windmill, in which, in 1837, the "Patriots," under Von Shultz, a Polish exile, established themselves, but from which they were driven with great loss. About five miles below Prescott is Chimney Island, on which the remains of an old French fortification are to be seen. The first rapid of the St. Lawrence is at this island, called the

GALOP RAPID.—It is not so extensive as the succeeding rapids or half so exciting, but it prepares the traveller, from its less turbu-

**Carter's Little Liver Pills.**

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NTMENTS.

NELSON,

Proprietor.

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# HUDON, HEBERT & CIE.

IMPORTERS OF

## Groceries, Wines, Liquors,

AND ALL TABLE DELICACIES.

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— 19 —

lent waters, to pass the increasing swiftness of those following. The next is

**THE LONG SAULT**, a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers was on the south side; the channel on the north side was formerly considered unsafe and dangerous, but examinations have been made, and it is now descended with safety. The steamer, after fully entering this rapid, rushes along at the rate of something like twenty miles an hour, the steam is shut off, and she is carried along by the force of the current alone. The surging waters present all the appearance of the ocean in a storm, but, unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation. The next town is

**CORNWALL**, pleasantly situated at the foot of the Long Sault, on the Canada side. The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within Her Majesty's Dominions.

**LAKE ST. FRANCIS**.—This is the name of that expansion of the St. Lawrence which begins near Cornwall, and extends to Coteau du Lac, a distance of forty miles. The next place of landing is

**COTEAU DU LAC**. It is here that we take aboard our pilot (Edward Willett) for the chain of rapids we are now approaching. Mr. Willett is one of the oldest pilots in the employ of this Company, and since 1887 he has also piloted all boats of this Line over the famous Lachine Rapids, in place of the Indian pilot "BAPTISTE," who is now retired.

**COTEAU RAPIDS**, a very fine rapid, about two miles in length; in some portions the current is very swift. Seven miles lower down, we enter the

**CEDAR RAPIDS**.—At first sight this rapid has the appearance of the ordinary rapids, but once the steamer has entered it, the turbulent waters and pitching about renders the passage very exciting. There is also a peculiar motion of the vessel, which seems like settling down, as she glides from one ledge to another. A short distance below this, we enter the

**SPLIT ROCK**, so-called from its enormous boulders at the entrance. A person unacquainted with the navigation of these rapids will

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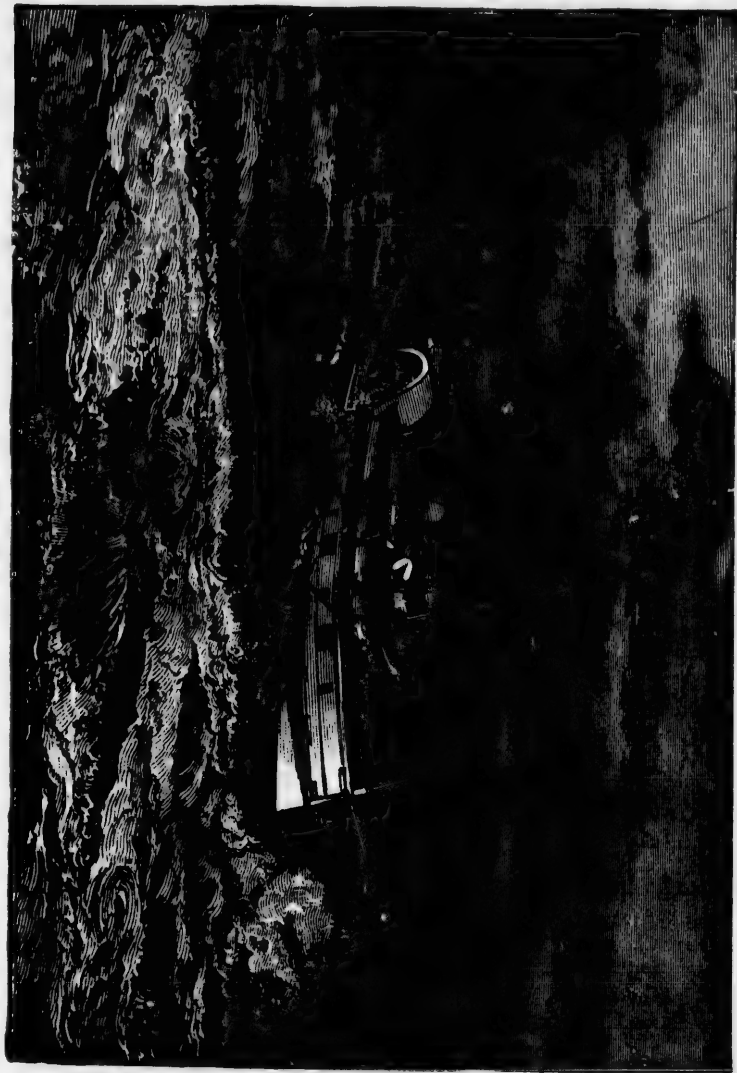


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Constipation injures the complexion, use

almost involuntarily hold his breath until this ledge, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you almost feel certain that she will strike, but a skilful hand is at the helm, and in an instant more it is passed in safety. We now come to the last of this series of rapids, called the

**CASCADE RAPIDS.**—This is a very fine rapid. It is remarkable on account of its numerous white crests foaming on top of the darkish waters, through which the vessel passes, and, as the shortness of the waves has the effect of pitching the steamer as if at sea, the sensation is very enjoyable. After passing the Cascades, the river again widens into a lake called Lake St. Louis, where the dark waters of the Ottawa, by one of its branches, joins the St. Lawrence. This series of four rapids are eleven miles in extent, and have a descent of eighty-two and one-half feet. On this lake the tourist, from the deck of the steamer, has a magnificent view of the Montreal Mountains, about thirty miles distant. After passing through this lake,

**LACHINE** is reached. It is nine miles from Montreal, with which it is connected by railroad. It derives its name from the first settlers, who, when they reached this point, thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. On the opposite side stands

**CAUGHNAWAGA**, an Indian village, lying on the south bank of the river near the entrance of the Lachine Rapids, and derives its name from the converted Indians, who were called *Caughnawagas*, or praying Indians. Shortly after leaving this Indian Village the tourist can contemplate the new, magnificent bridge recently constructed by the Canadian Pacific Railway, and spanning, for the second time, the mighty St. Lawrence. It is built on the most recent scientific principles, and resembles the great International Railway Bridge at Niagara. The steamer now glides down the rapid stream with increasing swiftness, which clearly denotes that a formidable rapid is ahead. Stillness reigns on board; away goes the steamer, driven by an irresistible current, which soon carries her to the first pitch of the

**LACHINE RAPIDS**, the most formidable of them all, the most difficult of navigation, and the last of the rapids. The steamer, after emerg-

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CANADA.



modern style. The  
HUNDRED GUESTS,  
a splendid view of  
visitors to the Capita  
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ing from its first pitch, rises firmly on the surging billows, flanked by rocks on each side, steers straight in the swift current, guided by the steady eye and sure piloting of the man at the helm. Conversation is almost impossible, the grandeur and magnitude of the scenes around on all sides inspires silence, and no wonder that tourists annually make the "Running of the Rapids" a worthy link in the chain of their travelling tour through the Dominion. The steamer now comes in full view of one of the greatest wonders of the present age, the Victoria Bridge, spanning the noble St. Lawrence, two miles long—the longest, the largest, and most costly bridge in the world. The scene, whilst passing under, looking up from the deck of the steamer, is magnificent. After passing this beautiful work of engineering skill, the tourist has the splendid panorama of the fine City of Montreal right before him, the most prominent object being the two towers of the Church of Notre Dame. The steamer first lands the Quebec passengers by coming alongside the palatial Steamers of the Company, which leave at 7 P.M. for Quebec; it then proceeds to the Canal Basin, giving passengers an opportunity to view the city all along the harbor front.



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The PASSPORT, CORSICAN, SPARTAN and ALGERIAN,

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Leaving both places daily (Sundays excepted), from the 2nd June to 10th September and thereafter until 1st October, 3 times a week: on Mondays, Wednesdays and Fridays, calling at

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Thousand Island Park, Alexandria Bay, Brockville,  
Prescott, Cornwall,

and arriving at Montreal at 6.30 p.m., connecting with the Steamers for Quebec. The line between

## MONTREAL AND QUEBEC

is composed of the magnificent steamers "QUEBEC" and "MONTREAL". Leaving Montreal every evening (Sundays excepted), at 7 o'clock p.m., (and from Quebec at 5 p.m.,) calling at

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arriving at Quebec at about 6 o'clock a.m., connecting with the Intercolonial Railway for Maritime Provinces, and with Steamers for the Saguenay and lower St. Lawrence watering places.

## THE SAGUENAY LINE

consists of the UNION and CANADA, and during May, and up to 24th June, will run every Tuesday and Friday; and after that date, up to about 15th September, times a week: Tuesdays, Wednesdays, Fridays and Saturdays.

The Quebec Steamers run from the opening of navigation to its close.

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## MONTREAL.

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THE history of Montreal is an eventful one, and full of interest. It dates back to the year 1535, when Jacques Cartier first landed on its shores. At that time an Indian village existed here, called Hochelaga, and was described by Cartier as follows:—

"It is placed near, and, as it were, joined to a great mountain, very fertile on the top, from which you may see very far. The town is round, encompassed about with timber, with three rampires, one within another, framed like a sharp spire, but laid across above. The middlemost of these is made and built in a direct line, but perpendicular. The rampires are framed and fashioned with pieces of timber laid along the ground, very well and cunningly joined after their fashion; this enclosure is in height about two yards; it hath but one gate or entry thereat, which is shut with piles, stakes, and bars; over it, and also in many parts of the wall, there be places to run along, and ladders to get up, all full of stones, for the defence of it. There are in the town about fifty houses, each 50 paces long, and 15 or 20 broad, built all of wood, covered over with the bark of the wood, as broad as any board, and cunningly joined together. Within are many rooms, lodgings, and chambers. In the midst of every one there is a great court, in the middle whereof they make their fires. They live in common together, then do the husbands, wives, and children, each one, retire to their chambers. They have, also, in the tops of their houses certain garrets, wherein they keep their corn to make their bread. The people are given to no other exercise, but only to husbandry and fishing for their existence."

Having seen all that he deemed worthy of notice in the village, Cartier expressed a wish to ascend the mountain, and was conducted thither by the natives. From its summit he discovered an immense extent of fine country, interspersed with rivers, woods, hills, and islands, the sight of which filled him with feelings of joy and gratification. In honor of his king, he gave to the elevation the name—which has since extended to the city—*Mont-Réal* ("Mount Royal").

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**Habitual constipation cured by**

Cartier was well received, supplies of fish and maize being freely offered in return for beads, knives, small mirrors, and crucifixes. Hochelaga was, even in those days, a centre of importance, having eight or ten settlements subject to it. Nothing more was heard of it, however, till 1611, when Champlain left Quebec for Hochelaga, with the intention of establishing there a trading station. Temporary structures were erected, ground was cleared, and seeds were sown, in order to test the fertility of the soil. Before returning to Quebec, Champlain held conferences with many Indians—Hurons and Algonquins—who had come to meet him in the neighbourhood of the present Lachine Rapids. Two years later, Champlain visited Hochelaga again, and pushed forward up the River Ottawa, as far as Lake Nipissing. It was not, however, till 1640 that a permanent establishment was attempted on the island of Montreal. In that year a society, designated “La Compagnie de Montreal,” was formed in Paris for the promotion of religion in the colony. This company consisted of about thirty persons of wealth, who proposed to build a regular town, and protect it against the Indians by means of fortifications. Maisonneuve, a distinguished and pious soldier from Champagne, was chosen to lead the expedition and direct the company. The sanction of the King of France having been obtained, priests and families were sent out, and on the 17th of May, 1642, Ville-Marie was solemnly consecrated. The spot chosen for the ceremony was near the foot of the mountain. Maisonneuve was a great man, knightly in bearing, brave as a lion, and devout as a monk. Among his most efficient colleagues was d’Ailleboust, who was subsequently twice Governor of New France. During the first few years the colony of Ville-Marie barely managed to subsist, being constantly exposed to the incursions of Indians. On one occasion, in 1651, a small band of Frenchmen defeated a body of two hundred Iroquois in the immediate neighbourhood of Montreal. The following year Maisonneuve returned from France with three vessels and upwards of a hundred soldiers. In 1663 an important event occurred, the “Company of Montreal” having sold their rights to the Seminary of Montreal, who have, ever since, been the seigniors of the island, and associated with every incident of its history. In 1672 the population of Montreal had reached the figure of 1,509, and a few years later the place began to be laid out into streets, within a quadrangular space, surrounded by a wall. About the same time the village of Laprairie, on the opposite side of the

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The bowels strengthened by the regular use of

river, was founded by a number of converted Iroquois, and later, they migrated a little further up to Caughnawaga, where their descendants survive to this day.

The Iroquois were the allies of the English of the New England Colonies and the Dutch on the Hudson, as the Hurons were of the French of Canada; and the wars between these two savage nations naturally involved their white friends. In 1690 an expedition, consisting of 200 French and Indians, set out from Montreal on snow-shoes, and fell upon a Dutch settlement at Schenectady, putting all therein to fire and sword. In retaliation, a force of 1,300 men, under General Winthrop and Major Schuyler, was equipped for a movement upon Montreal, by the way of Lake Champlain, while a fleet was despatched against Quebec, under the command of Sir William Phipps. The former accomplished nothing, owing to the difficulties of the march, and were easily repulsed; while the defeat of the latter by Frontenac is one of the most brilliant pages of the history of New France. In 1700-01 a great peace was concluded between the Iroquois on the one hand, and the Hurons, Ottawas, Abenakis, and Algonquins on the other. This did not prevent works of defence being carried on, and in 1722 a low stone wall was erected, with bastions and outlets, extending all around the town. The population of Montreal at that time was 3,000. The fortifications, however, were valuable only against the Indians, and were not calculated to withstand artillery, as the events of 50 years later clearly proved. In 1760, after the fall of Quebec, and the unsuccessful attempt of Levis to retain that stronghold, Montreal became the last station of French power in America, and it is, therefore, indissolubly connected with the closing events of the conquest. The British plan of the campaign was to hem Montreal in on every side. With that view, General Murray moved up from Quebec, while Colonel Haviland advanced his army, composed of 3,000 regulars and provincials, with a small body of Indians, from Crown Point, on Lake Champlain, and up the Richelieu. On his side Sir Jeffrey Amherst, the Commander-in-Chief, set out from Albany, and passed through the Iroquois country (now the State of New York) as far as Oswego, where he took boats to transport his men across the lower part of Lake Ontario and down the St. Lawrence. When he reached Lachine, he had already occupied the south shore of the river opposite the city, and Murray was master of the territory extending to the foot of the



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et to headache.

Island. Levis had fired his last musket, Vaudreuil had exhausted all his diplomacy, and there only remained to be enacted the final scene of Capitulation, whereby the fairest colony of France was transferred to Great Britain. It has never been fairly ascertained at what particular spot this impressive historical event took place. Most historians locate it at the Chateau de Ramezay, on Notre Dame street, the official residence of Marquis de Vaudreuil, Governor and Lieutenant-General. There is a local tradition, however, that the articles of Surrender were signed in a small frame-house, on the Cote des Neiges road, behind the mountain, which was, unfortunately, destroyed by fire only a few years ago. At this time it was a well-peopled town of an oblong form, surrounded by a wall flanked with eleven redoubts—a ditch about eight feet deep, and a proportionate width, but dry, and a fort and citadel, the batteries of which commanded the streets of the town from one end to the other. The town was at this time divided into upper and lower town, the upper town being the level of the present Court-House. In the lower town the merchants and men of business generally resided, and here were situated the Royal Magazines, the Armory, the Nunnery, Hospital, etc. In the upper town were the principal buildings, such as the Palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuit Church and Seminary, the School, and the Parish Church. The houses were solidly constructed in that semi-monastic style peculiar to Rouen, Caen, and other towns in Normandy. The Parish Church was large and built of stone. The house of the Jesuits was magnificent, and their Church well built, though their Seminary was small. The Palace of the Governor-General was a large and fine building, and the neighbourhood of the city contained many elegant villas. The following is a description of the city, written about the year 1805:—

“The streets are airy and regularly disposed, one of them (St. Paul) standing nearly parallel to the river, through the entire length of the town; they are of sufficient width, being intersected at right angles by several smaller streets, which descend from West to East. The upper town (Notre Dame) is divided into two by the Roman Catholic Church. The habitations of the principal merchants are neat and commodious, their store-houses are spacious and secured against risk by fires, being covered with sheet-iron or tin. Without this precaution, as the roofs of dwellings in Canada are usually formed of boards, and sometimes

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with the external addition of shingles, they would, in summer, become highly combustible, and liable to ignition from a small spark of fire. The houses, which are protected in the former manner, will last, without need of repair, for a considerable number of years. The town was enclosed by a stone fortification, which, having fallen into ruins, is now, in a great measure, levelled or removed. A natural wharf, very near to the town, is formed by the depth of the stream and the sudden declivity of the bank. The environs of the city are composed of four streets, extending in different directions—that of Quebec (St. Mary's) on the north, St. Lawrence towards the west, and Recollet and St. Antoine towards the south. In the latter is placed the college, which has been lately built. These, together with the town, contain about 12,000 inhabitants."

At this time vessels of more than three hundred tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barges. In the year 1809, the Hon. John Molson fitted out at Montreal the first steamer that ever ploughed the waters of the St. Lawrence. Now, ocean steamers of 5,000 tons, the floating palaces of the Richelieu Company, and ships of from 700 to 2,000 tons lie along the wharves. Montreal has over 200 miles of streets and lanes. Nowhere can finer or more solid public buildings be found. There are no cities in the United States which present finer specimens of architecture than are here found, and appearances point to a still greater advancement in the future. Montreal, at the confluence of the St. Lawrence and the Ottawa; at the point where the St. Lawrence ceases to be navigable by ocean ships, and where that great river affords a gigantic water-power; the meeting point of the two races that divide Canada, and in the midst of a fertile plain, nearly as large as all England, has guaranteed its future greatness, not based on human legislation, but in the unchangeable decrees of the Eternal. The street bustle is sufficient, and the business activity enough, to convince any one that Montreal is really and truly prosperous. It is easy to trace the two main divisions of the population of Montreal. Taking St. Lawrence Main street as a dividing line, all that is east of it is French, and all that is west of it is English-speaking. The two nationalities scarcely overlap this conventional border, except in a few isolated cases. The extreme eastern portion is designated the Quebec suburbs, and there the native people can be studied

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Tourists will find the climate delightful. The Parks and Public Gardens in and about the city are already favorably known.

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as easily as in the rural villages. They are an honest, hard-working race. Their thrift is remarkable, and they manage to subsist on one-half of what would hardly satisfy the needs of people of other nationalities. The old folks speak little or no English, but the rising generation use the two languages indifferently, and herein possess a marked advantage over the English, Scotch, and Irish. Their poor are cared for by the St. Vincent de Paul Association, and the Union St. Joseph is devoted to the relief of artisans during life, and of their families after death. There is a great deal of hoarded wealth among the French inhabitants, but, as a rule, they do not invest it freely. Although extremely hospitable and fond of society, it is not easy to obtain access into the inner French circles; but once initiated, the stranger is agreeably surprised at the amount of grace and culture which he meets. The gift of conversation is almost universal; the best topics of art and literature are freely discussed, and ladies are familiar with political questions.

The western part of the city is English-speaking. Numerically, the English portion is not so great as the Scotch. In, perhaps, no section of the Colonies have Englishmen and Scotchmen made more of their opportunities than in Montreal. Taken all in all, there is, perhaps, no wealthier city area in the world than that comprised between Beaver Hall Hill and the foot of Mount Royal, and between the parallel lines of Dorchester and Sherbrooke streets, in the West-End. Sherbrooke street is scarcely surpassed by the Fifth Avenue of New York in the magnificence of its buildings. In winter the equipages present a most attractive spectacle. In this respect only St. Petersburg can claim precedence over Montreal. There is a winter driving-club, which periodically starts from the iron gates of McGill College, and glides like the wind along the country roads to Sault aux Recollets, Lachine, or Longue Pointe, where a bounteous repast and a "hop" are provided. The return home under the moon and stars is the most enjoyable feature of the entertainment. The southwestern portion of the city is occupied almost exclusively by the Irish. It is called Griffintown. Griffintown comprises a little world within itself—shops, factories, schools, academies, churches, and asylums. The Irish population of Montreal take a high stand in business, politics, and society.

The island of Montreal is the most fertile area in the Province of Quebec, and is renowned for its apples—the *Pomme Grisse* (queen of

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— 40 —

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Fishing Parties Supplied, and Country Orders promptly filled.

No pain or griping after taking



russets) and the incomparable *Fameuse*. It is thickly settled, and has thriving villages and rich farms. It is about thirty miles long and ten broad, and is formed by the confluence of the Ottawa with the St. Lawrence at Ste. Anne's, in the western extremity, and by the meeting of the same rivers at Bout de l'Isle, on the eastern verge. The city is bountifully provided with summer resorts. Lachine and Ste. Anne's have long been favourites, also St. Lambert and Longueuil, the two latter on the opposite side of the river. Within an hour's ride is Chambly, on the Richelieu River. Directly opposite towers Beloeil Mountain, on whose summit a lovely lake mirrors the sky. Montreal has a Mountain Park and an Island Park. The drive round the former is a favourite afternoon recreation for citizens and visitors. It ascends by curves to the highest altitude, whence a magnificent panorama is outspread. The Mountain Park is still in its native ruggedness, and it will take years before it is completed. The Island Park is St. Helen's Island, in the middle of the river, and within reach of sling or arquebuse, Montreal possesses a pleasure resort nowhere excelled. The island was purchased by the Imperial Government for military purposes, and barracks were erected thereon. It slopes upward from the water's edge, and thus affords a capital military position. The same feature makes it one of the best possible points from which to get a view of the city.

Chief among the public squares and gardens of Montreal, in size and historic interest, is the Champ de Mars. In 1812, the citadel or mound on the present site of Dalhousie square was demolished, and the earth of which it was composed was carried over and strewn upon the Champ de Mars. This fact, within the memory of the oldest inhabitants, has led the people to suppose that the Field of Mars dates only from that comparatively late period. Such, however, is not the fact. No doubt the shaping of so much new earth, with proper levelling and rolling, was a great improvement; but the site and general outlines of the ground itself belong to a higher antiquity. The Champ was a scene of promenade in old French days, and many is the golden sunset that fired the leafy borders of its Lombardy poplars, as beaux, with peaked hats and purple rapiers, sauntered under their graceful ranks in the company of short-skirted damsels. The chief glory of the Champ de Mars is its military history. With the single exception of the Plains of Abraham, there is no other piece of ground in America which has been successively trodden by the armies of so many different nations in martial array.

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Super. Carbonated Soda Water  
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St. Gabriel's Presbyterian is the oldest Protestant Church standing in Montreal. While the church was being built, the Recollet Fathers offered the congregation the use of their chapel. The Scotchmen accepted the offer. Subsequently, when the Anglican Church was burnt, the Presbyterians promptly put St. Gabriel's at the entire disposal of the Anglicans, for the half of every Sunday, until their church could be rebuilt. This offer was accepted as graciously as it was made.

The Place d'Armes is framed in, as it were, by the Corinthian portico of the Montreal Bank, the Ionic colonnade of the Canadian Pacific Railway offices, and the towers of Notre Dame. Next to the Bank of Montreal stands the Post Office. Next to Post Office comes "ST. LAWRENCE HALL," between which and the mountains the most prominent buildings are St. Mary's College and the Church of the *Gesu*. Farther west is the Gothic pile of St. Patrick's Church. The Garden of the Place d'Armes is very beautiful in summer with its young trees and central pyramidal fountain; but in winter is the coldest spot in Montreal, all seasons of the year the north-west winds streaming from the mountain in that direction. There is no city in America which has a greater number of public institutions. Chief among these is the Church of Notre Dame, the largest edifice of the kind in America, except the Cathedral of Mexico, the foundations of which were laid in 1672, and a church, on the present site, completed in 1678. In 1823, when the present temple was revised, which, on the 15th June, 1829, was opened for public worship under the auspices of Mgr. Lartigue, first R.C. Bishop of Montreal. The temple was intended to be representative of its namesake, Notre Dame, of Paris. Its towers are 227 feet in height, and contain a peal of eleven bells, unrivalled on this continent. The "Gros Bourdon" of the western tower is numbered among the five heaviest bells in the world. It weighs 780 pounds, is six feet high, and at its mouth measures eight feet seven inches in diameter. The nave of the church, including the sanctuary, is 120 feet in length, nearly 80 feet in height, 69 in width, exclusive of the side aisles, which measure  $25\frac{1}{2}$  feet each, and the walls are five feet thick. The church will hold 12,000, and on extraordinary occasions, when chairs are used, 15,000 persons. The twin towers of Notre Dame lead out to every traveller as the most notable landmark of Montreal.

Montreal, like Brooklyn, has been denominated the "City of Churches." Christ Church Cathedral, on St. Catherine street, stands

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*Gentlemen's Fur and Fur-Lined Overcoats.*

**BLACK and GRIZZLY BEAR and MUSK OX ROBES and MAT**

And all kinds of Fancy Furs in stock or made to order.

LATEST STYLES IN ENGLISH AND AMERICAN SILK, FELT, AND  
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**Pain in the side comes from disordered liver, use**

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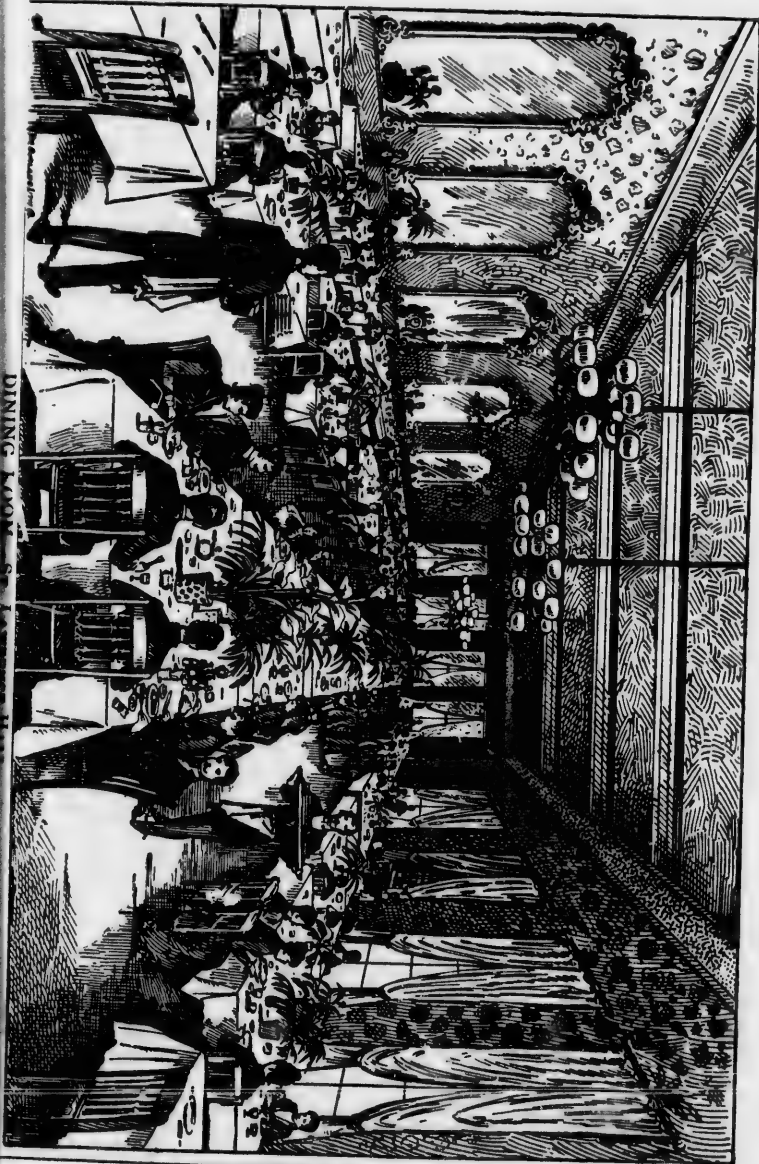
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first—a gem of Gothic architecture. In the grounds is a monument to one of the most distinguished prelates that ever ruled the Church of England in Canada. The Presbyterians have noble edifices in St. Paul's and St. Andrew's. The Methodists, Unitarians, Congregationalists, and others, are well represented, while the Israelites have two synagogues. The Jesuits boast of a church, which is an exact counterpart of the celebrated *Gesu* of Rome. The late Bishop, Mgr. Bourget, commenced the task of erecting a *fac-simile* in miniature of St. Peter's, one-third of its actual dimensions, which has not yet been completed. The foundation of the Hotel Dieu reads like a romance. When Maisonneuve offered his services to the "Compagnie de Montreal," he required a virtuous woman to take care of the sick and superintend the distribution of supplies. Such a person Providence supplied in the person of Jeanne Mance. Queen Anne, of Austria, and several distinguished ladies encouraged her, and Madame Bouillon placed means at her disposal for the establishment of a hospital. In the summer of 1641 two vessels sailed from La Rochelle, one bearing Maisonneuve, a priest, and twenty-five men; the other carrying Mademoiselle Mance, a missionary, and twelve men. On the opening of navigation in 1642, a small flotilla moved up the highway of the St. Lawrence, and on the 18th of May possession was taken of Montreal by the celebration of a solemn mass. The two principal persons at the ceremony were Maisonneuve and Mademoiselle Mance. The Grey Nuns assist the poor, visit the sick, educate the orphan, and enfold with maternal arms the nameless and homeless foundling. The old convent stood for many years on Foundling street, but has since been transferred to Guy street. The Grey Nuns have spread over the Province, and have numerous representatives in the North-West.

In charity, the Protestant population has more than held its own, having, in the amplitude of its accommodation, the General Hospital and the Western Hospital. In 1863, a number of leading citizens raised upwards of \$80,000, with which they laid the foundations of the Protestant House of Refuge and Industry. Chief among the educational establishments of Montreal is McGill University, erected by Royal Charter in 1821, and reorganized by an amended Charter in 1852. Its endowments, exhibitions and scholarships are already respectable. It counts among its professors some distinguished scholars, notably Sir William Dawson, the Principal, whose scientific reputation is world-wide. The

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# St. Lawrence Hall,

## CACOUNA.

**T**HIS elegant and spacious Hotel, situated at the beautiful and fashionable Canadian Watering Place on the lower St. Lawrence, one hundred and twenty miles below Quebec, opposite the mouth of the far-famed Saguenay River, is open from June 15th to September 15th.

This *Location* has long been noted for its natural and enjoyable attractions.



### \* SEA BATHING, \*

One of the principal recreations, is perfectly safe, as there is no undertow; and for the enjoyment of all its charms in midsummer, this resort cannot be surpassed in the world. It has exceptional advantages for Fishing, Boating and Sailing, (with experienced Fishermen and Skippers), or for Driving on the fine roads, inland or on the shore; for Hunting there is abundance of game in adjoining forests. There are magnificent Shade Trees and Groves, splendid Croquet and Tennis Lawns, Playgrounds, and lovely Promenades; entire freedom from all annoying insects, accompanied with cool and even temperature. The HALL is supplied with the best of water, and the sanitary condition of the house in *every part made perfect*, with extensive improvements on House, Parks, etc., which, with the above, form a combination of attractions rarely met with. It is the favorite resort for Canadian and American families, who have erected here neat and tasty cottages for their summer homes.

PRICES GRADUATED.

**JOHN BRENNAN, Manager.**

**Are as easy to take as sugar,**

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beautiful and fashion-  
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Provincial Protestant Normal School is affiliated with McGill, and for the past quarter of a century has trained teachers, especially for the Protestant population of the Province. The Model Schools attached to the institution are three in number—one for boys, one for girls, and a primary. There are two high schools—one for boys, and another for girls—largely attended.

Montreal College and St. Mary's College are Roman Catholic institutions. The former has been intimately associated with the history of Montreal for over two hundred years. The Theological Department has been the nursery of priests and missionaries for more than a century. St. Mary's College, on Bleury Street, is under the direction of the Jesuit Fathers, and their boast is, that it is second to none of their establishments on this continent. A second Normal School for the French and Catholics, under the patronymic of Jacques Cartier, was located from its foundation in the old Government House at Chateau Ramezay, opposite the City Hall, but has since been transferred to the East End, the Principal being Abbe Verreau. The Catholic Commercial Academy, off St. Catherine Street, is the only institution of the kind in the Province which is altogether under the control of laymen.

The Art Association and the Mechanics' Institute are worthy of mention. But Montreal is especially interested in out-door sports and in organizing amusement clubs. We may mention the Victoria Skating Club, the Caledonia, Montreal, and Thistle Curling Clubs, with a Canadian branch of the Royal Caledonian Curling Club of Scotland. The Montreal Snow-Shoe Club is, perhaps, the most prosperous corporate body of the kind in the city. The costume is: white flannel coat and leggings, blue cap, with tassel—from which is derived the popular name of "Tuque Bleue"—red sash, and moccasins. There is no prettier sight than that of the club meeting at the McGill College gates, moving to the flank of the mountain to the "Pines," and then gliding to the rendezvous at the Club House at Outremont. The memorable torch-light procession over this route to the hospitable villa of Thornbury, made in honour of Lord Dufferin, in 1873, was a fairy spectacle which will never be forgotten by those who witnessed it. Lacrosse is the "national game" of Canada, and in that character it had its birth in Montreal. There is also a golf club, bicycle club, foot-ball club, and a chess club, and an active and energetic fish and game club, a society for the prevention

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ESTY THE QUEEN!  
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Street,  
The turning-point in the business history of Montreal was in 1850, or thereabouts. That change was due to the Allan Line of Steamships, the Grand Trunk Railway, and the construction of the Lachine Canal. This canal is part of the whole St. Lawrence system the aggregate length of which is  $70\frac{1}{2}$  miles, and the total lockage 536½ feet, through fifty-four locks up to Lake Erie; also, the Sault Ste. Marie Canal, built by the United States, one and one-seventeenth miles in length, with eighteen feet of lockage. These canals make Montreal the rival of New York for the grain and the provision trade of the Great West and North-West. There are eight or ten steamship lines employed regularly in Montreal trade—the Allan, Dominion, Beaver, Temperley, Ross, Thompson, Donaldson, Great-Western, White Cross, the Gulf Ports, etc. The inland navigation is perfectly supplied with a daily mail steamer to and from Quebec, a line to ports of Ontario as far as Hamilton, another line to the Ottawa, and way-boats to all the villages and towns of the St. Lawrence and Richelieu rivers. The port is admirably provided with wharves and basins, and further accommodation is being prepared. Montreal was the first port in the world lighted by electricity.

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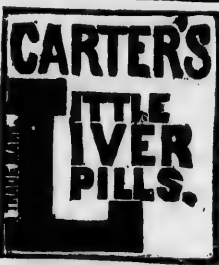
The Grand Trunk Railway has been for years the main artery of the commerce of the country, and Montreal is its chief terminus. Six other lines of railway centre here—the Canadian Pacific, the Champlain and St. Lawrence, Central Vermont, Boston and Delaware, South-Eastern, and North Shore.

The Bonsecours market occupies a square on the river front. It is crowded on the forenoons of market days, when the manners of the *habitant* can be studied to best advantage. He has come to the city with his produce, and quiet, patient, courteous, he waits for customers. From the market, go up the lane leading to the old-fashioned Bonsecours church. The *relievos* on the walls, the altar, the antique pulpit, remind one of a seventeenth century parish church in Brittany. We are taken back to the days of Marguerite Bourgeois, who laid the foundation-stone more than two centuries ago.

The River St. Lawrence is 1,500 miles long, and drains an area of 1,200,000 square miles. From Montreal to Quebec, a distance of 160

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#### In the Morning:

2 TRAINS TO ST. HILAIRE FROM CITY,

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3 TRAINS FROM ST. HILAIRE TO CITY.

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3 TRAINS FROM CITY TO ST. HILAIRE

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#### —Iroquois House Special:—

Leaving City at 5.20 p.m.; arriving at St. Hilaire at 6.13.

Leaving St. Hilaire at 8.15 a.m.; arriving at City at 9.15 a.m.

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1 HOUR BY GRAND TRUNK RAILWAY FROM MONTREAL CITY

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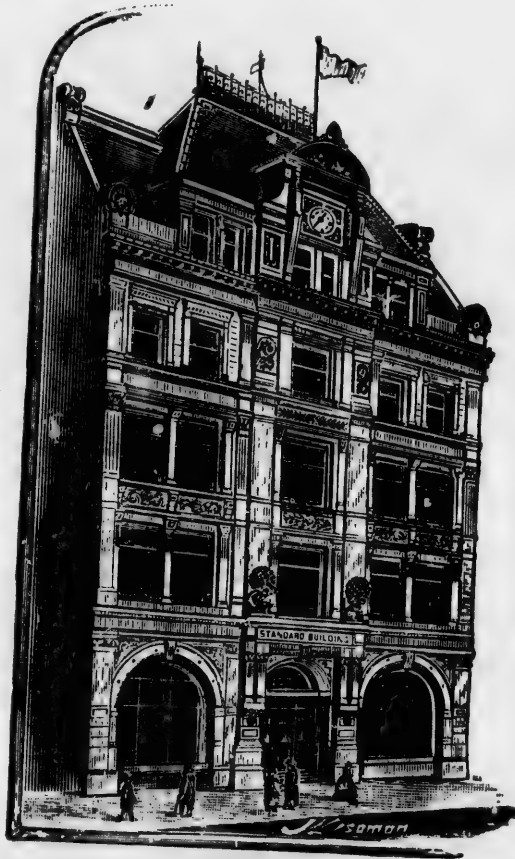
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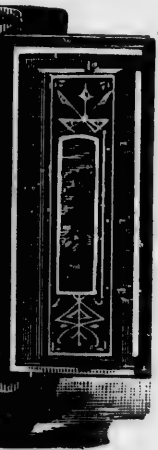
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miles, its width varies from one to two miles; from a short distance below Quebec to the Gulf of St. Lawrence it varies from 10 to 35 miles in width. Half-way between Montreal and Quebec it widens out into Lake St. Peter, which is twenty miles long and nine miles wide. At Quebec the tide rises 14 feet, but it ceases to be observed at the lower end of Lake St. Peter. The depth of the river is so great that Quebec is one of the few ports in America which the Great Eastern was able to visit. From Quebec to Montreal the depth, excepting for a distance of 30 miles, mostly in Lake St. Peter, is never less than 30 feet. The distance from Montreal to the Atlantic Ocean is a little under 1,000 miles. The city is 20 miles above salt water, and it is 315 miles nearer to Liverpool than the City of New York. One-third of the whole distance to Europe, by way of the St. Lawrence, is in comparatively smooth water. Westwardly, the distance from Montreal to Chicago, by the St. Lawrence system, is 1,261 miles, or 158 miles less than the distance from New York to the same city, while the canals of the St. Lawrence system aggregate only 70 miles against 350 miles of artificial navigation by the Erie Canal to Buffalo. The total length of wharf accommodation at Montreal is 4.57 miles, of which two-thirds is for ships drawing 25 feet of water. The port possesses every convenience for loading and despatching ships, such as steam elevators for grain, and appliances for shipping cattle. With the aid of the electric light under the Brush system, ships are loaded or discharged at night as well as during the day. A railway track runs along the whole length of the river front upon the level of the wharves, and connects the different railways with the river and ocean craft.

The water supply of the city is taken from the St. Lawrence, about one mile above the head of the Lachine rapids, at a point 37 feet above the summer level of the harbour of Montreal. One branch of the aqueduct starts at that point, and another branch starts from a point 3,000 feet above. The wheel-house is a substantial stone building, containing water-wheels and steam engines, by which the water is pumped either directly into the city mains or into the large reservoir at the head of McTavish street on the side of the mountain, which is 810 feet long, 377 feet wide, and 24 feet deep. The fire, water, and police departments of the City Government are connected by Kennard & Co.'s fire alarm and police telegraph, which was brought into operation on the 1st January, 1863. For facilitating the movements of the fire depart-

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EXTENDS A CORDIAL INVITATION TO TOURISTS TO VISIT HIS

BEAUTIFUL NEW ESTABLISHMENT.

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## Brilliant Display of Diamonds

An Elegant Stock of **WATCHES** of Every Make,

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## GOLD AND SILVER JEWELLERY.

We carry the LATEST NOVELTIES, and are well stocked with



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 Save the difference in American prices, (custom's duty), and buy your **DIAMONDS** from us.

PRICES RIGHT!

MUTUAL SATISFACTION!!

Grandest and Leading Jewellery Store in Canada

OUR STORE IS A SIGHT.—OUR STOCK A FEAST TO THE EYE.

**149 ST. JAMES STREET**

Next to St. Lawrence Hall.

When the stomach refuses food, take

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Diamonds

Every Make,

ELLERY.

stocked with



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FACTION!!

ore in Canada

TO THE EYE.

TREET

Call.

take

ment, Montreal is divided into four districts. There are signal-boxes placed throughout the city, at comparatively short distances apart; an alarm (giving the number of the station) is sounded on a church bell in each district, and tapped in every signal-box throughout the city, generally within a minute from the time when the intelligence was first communicated. Some 700 fire-hydrants are located at from 300 to 600 yards apart, each capable of supplying two streams of water with the force of jets from steam fire engines. The Central Fire Station, at the corner of Craig and Chenneville streets, is three stories in height, with a set-stone front on the former, and 100 feet of brick and stone dressing on the latter streets. The ground floor contains four compartments the middle one being divided by sliding doors. In the foremost of these divisions stand the reels, hook-and-ladder waggon, and fire-escape, convenient for immediate access to the street. The whole interior arrangements are of the most comfortable and convenient character.

By far the pleasantest drive, in the vicinity of Montreal, is to the brow of Mount Royal through the Mountain Park. There are two roads—the shorter returns to the city by McTavish street, the other by Bleury street. The Mountain Park was planned by Mr. Olmstead, the designer of Central Park, New York. The view from Mount Royal is very beautiful. Suddenly, after an easy ascent by a winding-road, we are looking forth on the city with its spires, its gardens, and avenues; beyond is the broad flowing St. Lawrence, with the Victoria Bridge and the Lachine Rapids just visible in the distance; fading away toward the horizon are the hills of Vermont, many miles away. The drive round the mountain is one which it would be difficult, for natural beauty, to surpass. On a clear day the view is magnificent; several hundred feet below is spread out a gorgeous panorama of ever-varying beauty, affording commanding and attractive views of the Canadian metropolis and the great river of the north. Well-stocked and highly-cultivated farms, comfortable homesteads, nestling 'mid a luxurious growth, dot the landscape; here and there broad belts of forest shade the view; looming up, heavily shadowed in the distance, the far-off hills of Vermont rear their summit, while, winding through the valley, the majestic St. Lawrence flows onward to the sea, spanned at this point by the Victoria Bridge, one of the greatest modern specimens of engineering skill. Handsome private dwellings, faced with gardens laid out with great taste, line the way, and add to the beauty of the scene.

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# NOTMAN,

17 Bleury Street, and Room 116 Windsor Hotel,  
MONTREAL.

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Photographer to the Queen.

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|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| — THE BEST —                                                                                          |                                                                                     |                                                                                                                                                                                   |
| <b>VIEWS</b><br>of MONTREAL,<br>of QUEBEC,<br>of the SAGUENAY<br>AND<br>Rocky Mountains<br>ETC., ETC. | <b>PORTRAITS</b><br>IN<br>All Sizes<br>AND<br>Styles<br>AT<br>REASONABLE<br>PRICES. | Amateur Outfits.<br>PHOTO CHEMICALS<br><b>KODAK</b> <br><b>LILIPUT</b><br>CAMERAS,<br>ETC., ETC. |

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57 AND 59-BLEURY STREET,

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Constipation, which gives rise to graver trouble, cured by

The drive to Lachine (nine miles) is one of great interest. Lachine is noted as being the scene of a terrible massacre of the whites by the Algonquin Indians in 1789, when over 200 persons were burned alive. Caughnawaga, an Indian village, is situated immediately opposite, and is connected by a steam ferry. The Lachine road leads along the bank of the St. Lawrence, and commands views of scenery of unsurpassed beauty and grandeur. Another favorite drive is in an opposite direction to the east, to Longue Pointe, passing through the Village of Hochelaga. The river scenery in this direction is very fine. The Mount Royal Cemetery is situated on the east side of the mountain, about two miles from the city. The approach to it is by a winding carriage-way. From the main entrance avenues diverge towards the different parts of the cemetery; that on the right leading to the winter vaults. Trees grow in all their natural wildness, and their deep shadows spread a refreshing coolness around, and invite one to rest on the garden seats placed in different parts. From the highest summit in the cemetery the eye ranges over a most enchanting picture of rural scenery; in the distance rises a part of Mount Royal, clothed with its primeval forest, while immediately below lies the most finished and beautiful portion of the cemetery, with its costly granite monuments, or more humble marble or stone tablets.

One of the most delightful, as well as most exciting, experiences of the visitor to Montreal is the descent of the Lachine Rapids. A train leaves Bonaventure station every morning at 7 o'clock for Lachine (nine miles), where a steamer is in readiness, on which passengers may embark, and return to the city, shooting the rapids, and passing under Victoria Bridge on the way. The time consumed is but little more than two hours, but the sensations of those two hours are such as will not be forgotten during a lifetime.

Jacques Cartier Square has a fine outlook upon the river, is ornamented by Russian guns from Sebastopol, presented to the city by the Imperial Government. A column, surmounted by a statue of Lord Nelson, is placed at the head of the square, erected in 1808, by the merchants of Montreal, shortly after the death of the Admiral.

Viger Square, or Garden, situated on Craig and St. Denis streets, is the largest square in Montreal as to site. It contains three fountains, the largest one in the centre of the square. Close by this fountain is a neat

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**Very small; easy to take, no pain, no griping,**

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Watches,

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THE BURLAND LITH CO.

Carter's Little Liver Pills.



# HOTEL ROBerval,

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## ROBerval,

(LAKE ST. JOHN.)



**T**HE above elegant new Hotel is completed at Roberval, Lake St. John, and is ready for reception of guests—of which it will accommodate one hundred. This hotel has been built on a commanding site, affording a magnificent view of the whole expanse of the Lake St. John. Almost in front of the hotel is the steamboat wharf, where tourists may embark on the passenger steamer *Peribonca*, making daily trips and excursions to all points on Lake St. John during the season of navigation. The Montagnais Indians, whose village is a short distance from the hotel, will be available as canoe men and guides; and their bark canoes and intimate knowledge of all the best sporting localities around the lake, will always be available to the guests of the hotel.

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**T. KENNA, Manager.**

*Late of the St. Lawrence Hall, Montreal.*

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**Your complexion improved by use of**

VAL,

conservatory. The grounds are beautifully laid out, and the utmost care and discrimination have been displayed in the choice of trees and shrubs, which are plentifully cultivated. On summer evenings the Montreal City Band, of sixty (60) pieces, render some very excellent selections, and no charge is made. (This square is only a short distance from ST. LAWRENCE HALL.) Victoria Square, at the head of McGill street, is neatly laid out, the centre being occupied by a large fountain. At the south end of this square is placed the beautiful bronze statue of Her Majesty Queen Victoria, from the studio of Mr. Marshall Wood. The city also possesses several smaller squares, such as Richmond, Phillips, Custom House, and Place d'Armes squares, all pleasant resorts in the summer months.

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The Court House, on Notre Dame street, is after the Grecian style of architecture, and is second to few buildings in the city. The most striking feature is its large Ionic portico. The front is divided into five compartments, the wings advancing somewhat less than the centre, so as to give the façade an artistic prominence, and to free the building from that monotony which marked the earlier public buildings of the city. Ample proportions are given to the entrances, vestibules, corridors, and staircases, while spacious halls of justice and public offices are laid out, as well as ante-rooms and private chambers for the judges and chief officers of the court. The total length of the building is 300 feet; width, 125 feet; height, 76 feet. It is built entirely of Montreal stone, and the roof is covered with tin.

Bonsecours market, on St. Paul street, near Jacques Cartier square, is nearly 500 feet long, and its appearance, when crowded on a market-day, is very lively.

The Custom House was originally erected by the Royal Insurance Company, and in 1870 purchased for \$200,000. There are three principal entrances, the most imposing being that by the stone portico facing on Custom House square, and the other two being from Commissioners street and Common street, respectively. The Long Room, the chief feature of the building, is 94 feet long, 26 feet wide, and 27 feet high. The ceiling is very beautifully decorated, and at one end is placed the Royal Arms. The warehousing apartments are exceedingly spacious and commodious. Three elevators, worked by steam power, are used in taking packages to the different flats.

Hall, Montreal.

of

# SMOKE !

Reliance, La Flor de General Arthur,



Mikado Cigars.

TO BE OBTAINED ON BOARD ALL STEAMERS.

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Cigar Stand and Bar in St. Lawrence Hall,

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PRINCIPAL DEALERS THROUGHOUT THE CITY.

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Manufactured by

**TASSÉ, WOOD & CO'Y**

**MONTREAL.**

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Prompt relief for dizziness, nausea, and constipation.

Until 1858 there was no building set apart as a Merchants' Exchange, when a building was erected upon the present site, but destroyed by fire on Christmas morning, 1865. The present building is three stories high, with basement and finished attics. The façades are cut-stone, the principal one facing on St. Sacrament street, being in the Italian style, with main entrance in the centre.

The Corn Exchange forms the corner of St. Sacrament, St. John, and St. Alexis streets. It is three stories in height, the upper being equal in height to the two lower ones. The lower story and a portion of the second is of dressed Montreal stone. The upper portion is of red brick, with stone dressing. The upper flat is fitted up as an elegant and spacious hall for the transaction of business, and is frescoed in a simple but effective style. The room is well lighted with lofty windows on three sides.

The City Hall is a very handsome building, close to the Court House. It is 485 feet in length, and is built in adaptation of modern French style, with lofty mansard roofs and central pavilion. All the municipal offices are in this building. The Recorder's Court and Police Office are in the basement. The city is governed by a Mayor, elected annually, and thirty-three aldermen. Three aldermen, one of whom retires every year, are elected by each of the wards of the city.

The Harbour Commission consists of members nominated partly by the Montreal Board of Trade, the Corn Exchange, and the City Council, and partly by the Dominion Government. Its duties are to watch over the harbour, and generally to supervise all matters connected with the commerce of the city, other than the collection of custom duties. The Board has also care of the channel of the river as far as Quebec. The Commission occupies a large cut-stone building adjoining the Examining Warehouse.

The Inland Revenue Office is a building on Custom House Square, which was, in old times, the market-place of the town.

The Board of Arts and Manufactures is a commission nominated by the Provincial Government for holding industrial exhibitions, carrying on schools of technical art, etc. It occupies the large building at the east end of the Champ de Mars, formerly occupied by the Geological Survey.



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The only line to the new and superb "Hotel Champlain," at Blue  
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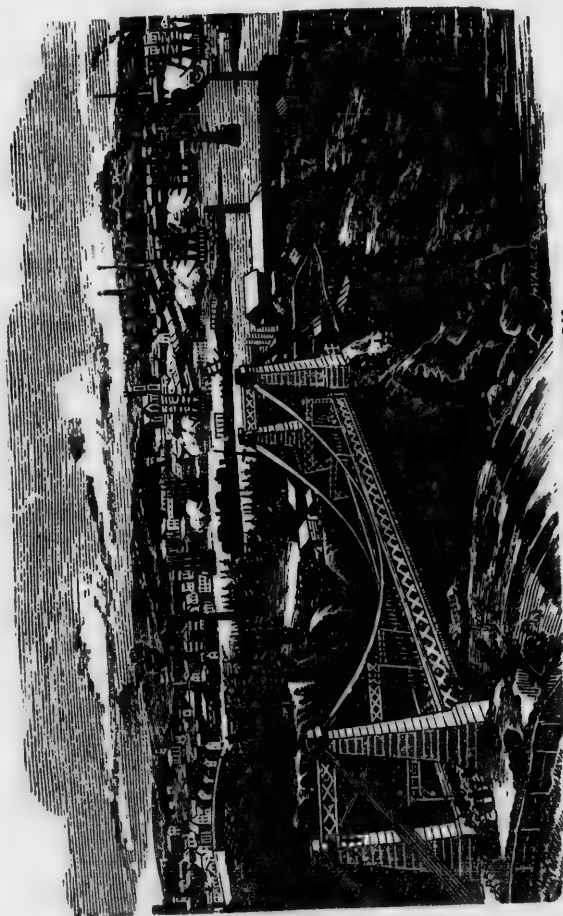
The Post Office, on the corner of St. James and St. François Xavier streets, has a frontage on St. James street of 129 feet. Its depth from St. François Xavier street to the Montreal Bank building is 95 feet. The height of the main building, from ground level to the roof, is 88 feet, and from the basement to summit of central tower 120 feet. The building is constructed of Montreal greystone. The style of architecture is the modern Italian. The central tower contains a large illuminated clock, with immense dial plate. It cost about \$800,000.

Skating is one of the most popular of the amusements pursued by the citizens of Montreal during the winter. Several private rinks have been erected, the principal one being the Victoria Rink, the largest and best skating rink in Europe or America. The club consists of over 2,000 members. The building is 250 feet long by 100 broad, is built of brick, and covered by a semi-circular arch-like roof, 50 feet high in the centre. The space used for skating is surrounded by a promenade, raised about a foot above the level of the ice. The front portion of the building is two stories in height, and contains, on the lower floor, commodious dressing, cloak rooms, and offices. All around the building is a gallery. The building is lighted at night by gas and electricity. When many hundreds are on the ice, and with every variety of costume, pass through all the graceful figures that skaters delight in, the scene presented is dazzling.

The Young Men's Christian Association building, situated on the corner of Craig street and Victoria square, is one of the finest in the city. The style is the mediæval or decorated Gothic. The foundation and some four feet of the base is of Montreal limestone, but the superstructure is of Ohio sandstone. The building has one feature, distinguishing it from every other secular or ecclesiastico-secular structure in the city, namely, a richly crocketed spire, springing from a dwarf arcaded tower on the corner facing Craig street and Victoria square. The effect is striking and highly favourable.

Great North-Western Telegraph Company's Offices, situated at the junction of St. Sacrament with St. François Xavier streets, are in the modern style of architecture, and specially adapted to the requirements of the device. They are built of the best quality of freestone from Berea, Ohio, U.S. There is 65 feet frontage on St. François Xavier street, while

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ST JOHN NEW BRUNSWICK.

When you suffer from sick headache, use

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that on St. Sacramento street is 135 feet. The height of the building, from the street level to the top of the dormer windows, is 74 feet.

The Merchants' Bank of Canada, said to be the finest building for commercial purposes in America, is situated on the corner of St. James and St. Peter streets. The general design is of modern Italian character, the basement being rusticated and faced with grey Halifax granite, while the rest of the building is built of Ohio sandstone, with polished Peter-head red granite columns in the principal entrance. Internally, the arrangement is somewhat peculiar, the general banking office being arranged at the back of the building, approached by a central corridor from the street. The windows are filled with double sashes, the inner one glazed with plate-glass. The bank room windows and doors are fitted with Burnett's patent wrought iron revolving shutters, and electric bells are used throughout. A telegraph office, with wires communicating with all the telegraph systems in the city, is fitted up within the building, and a handsome electric clock marks the time, with dials in five different parts of the structure.

The Bank of Montreal (Place d'Armes) is built in the Corinthian style of architecture, and has a frontage on St. James street of over 100 feet, and extends to Fortification lane in the rear. The entrance is by a portico, supported by immense columns of cut-stone. These are surmounted by a pediment. The sculpture on the pediment is 52 feet long, and weighs over 25 tons, there being twenty different pieces. The figures are colossal, 8 feet in height for a human figure, and are placed at an elevation of 50 feet from the ground. The arms of the bank, with the motto, "Concordia Salus," forms the centre of the group. The sculpture is in Binny stone, executed by Mr. John Steel, R.S.A., Her Majesty's sculptor in Scotland.

The Molson's Bank, on the corner of St. James and St. Peter streets, is a magnificent building, built entirely of Ohio sandstone. It is three stories in height, with a lofty basement. The style of architecture is the Italian, and is highly ornamented. The main entrance is through a portico supported by highly-polished columns of Scotch granite.

The Bank of British North America, on St. James street, near St. François Xavier, is built entirely of cut-stone, and is of the composite style of architecture.

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TRAVELLERS and Visitors to our City should not fail to visit our Establishment, where they will find a choice display of

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*137 St. James Street,*

ST. LAWRENCE HALL,

MONTREAL.

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GEORGE BLACHE,



ST. LAWRENCE HALL BUILDING,

— 141 —

ST. JAMES STREET,

MONTREAL.

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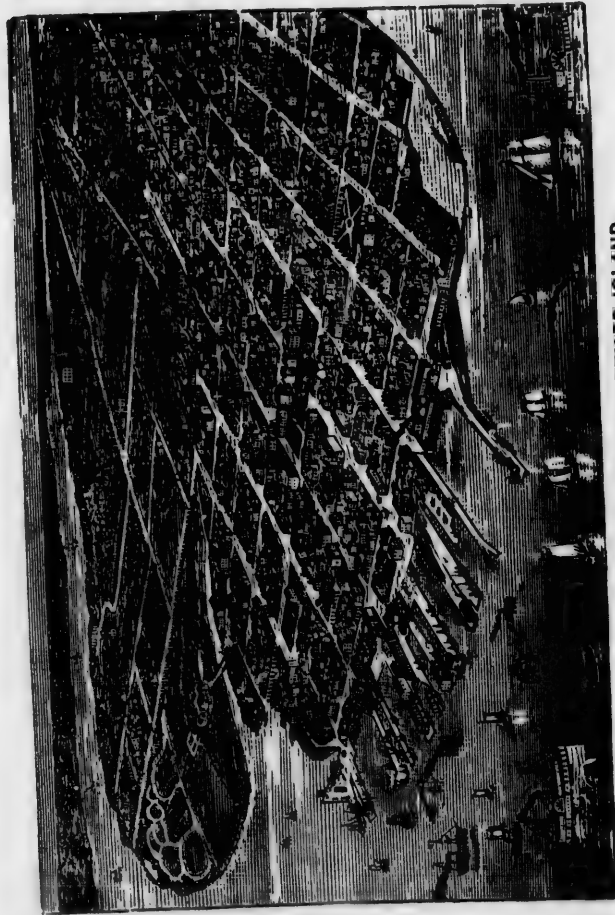
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The Ontario Bank is situated on Place d'Armes. It is in the Italian style of architecture, four stories in height, and built of Montreal limestone. The arched entrance to the bank and houses, with their masked key-stones, are bold and massive. The frontage is 50 feet; the depth 70 feet. The roof is surmounted by an ornamental iron railing.

La Banque Jacques Cartier is on the east side of Place d'Armes, and is a well-executed building in the modern French Renaissance style, four stories in height, with high mansard roof.

The Victoria Bridge was completed in 1859, from the designs of Robert Stephenson and A. M. Ross, carried out by the energy of James Hodge. The Hon. John Young, in 1847, and Mr. T. S. Keefer, in 1851, long before the English engineers came out, demonstrated the feasibility of such a bridge, and pointed out the location, which was afterwards, with slight modifications, adopted. The bridge is 9,184 feet in length. It consists of 25 tubes, supported by 24 piers and two terminal abutments. The centre tube is detached at both ends, and the double tubes are bolted together and to the piers at their inner junction, and free at their outer ends. These free ends rest upon rollers, and, as openings are left between each set of double tubes, the expansion and contraction caused by the extremes of Canadian climate are amply provided for. They are of the uniform breadth of 16 feet, and are arranged for a single track within. Their height varies from 18 feet 6 inches at the terminal tubes to 22 feet for the centre tube. The centre tube is 60 feet above the summer level of the river. Besides the openings for expansion, windows are placed in the tubes to afford light. All the spans are uniformly of 242 feet, excepting the centre, which is 330 feet. The piers are built of limestone of the same formation, taken from Point Claire, on the Island of Montreal, and Isle Lamotte, in Lake Champlain. The dimensions of the piers at the summit are 33 feet in the line of the river by 16 feet in the line of the bridge. They descend to a point 30 feet above summer level, very gradually increasing in size. At this point the masonry is extended horizontally 10 feet on the up-stream side, from whence it descends, at an angle of 45 degrees, to a point 6 feet below summer level, and thence perpendicularly to the bed of the river. The dimensions of the piers at their foundations are 92 feet by 22½ feet. The abutments are 242 feet by 34 feet at the top, and 290 feet by 92 feet at the foundation. The entrance is between high parapets of massive



CHARLOTTETOWN. PRINCE EDWARD ISLAND.

The bowels strengthened by the regular use of

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masonry, hewn in Egyptian style. The first stone was laid on July 20th, 1854, and the first passenger train crossed December 19th, 1859. The following data are from Mr. Legge's book about the bridge:—Cubic feet of masonry, 3,000,000; tons of iron, in tubes, 8,250; number of rivets, 500,000; painting on tubes, 30 acres, four coats—equal to 120 acres; force employed, 3,040 men, 142 horses, 4 locomotives. Total cost, \$300,000 dollars. Strangers desiring to visit the bridge will require to obtain a pass from the Grand Trunk Railway Office at Point St. Charles.

The Art Association was incorporated in the year 1860, under the presidency of the late Bishop Fulford, who, during his lifetime, took a deep interest in its proceedings. Its operations were carried on by a council of gentlemen interested in art matters, and for many years, under their auspices, exhibitions were held with much success. The late Mr. Benaiah Gibb, a member of the council, bequeathed to the Association the lot of land at the corner of St. Catherine and Phillips' square, upon which the Gallery is erected, and \$8,000. He left also his own collection of ninety paintings and some bronzes as a nucleus for a Gallery. To these some works of art have been added by the liberality of citizens. The Gallery is open every week-day, from ten until four, on payment of 25 cents. Special exhibitions of paintings, engravings, ceramics, and other works of art, are periodically held. Lectures on hundred subjects are provided, and art classes are carried on under competent teachers.

The Natural History Society occupies a building on University street. It was organized in 1827. The Museum was commenced in 1832 in a building on Little St. James street, and the Society removed in 1858 to its present building. The ground flat is occupied by the lecture-room and library. On the second flat is an excellent and extensive natural history collection, and a collection of interesting objects connected with Canadian history and the native races of Canada.

The Mount Royal Park Incline Cable Railway has during the past season been extended to Park Avenue. The length of the Incline is 1,200 feet. It places the Mountain Park in easy reach of pleasure and sight-seekers. Busses leave corner of Craig and Bleury Streets, and carry

CHARLOTTETOWN. PRINCE EDWARD ISLAND.



passengers direct to foot of the Incline. The street cars will also make close connection with this Park, from which the finest view in America can be had.

Tourists will find a complete history of Montreal and surroundings in each room of this hotel.



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## QUEBEC.

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IN order to enable the visitor to see as much as possible of the old world City of Quebec during his stay, we give in the following pages a description of a few drives, which will include the objects of greatest interest, and in doing so, it will be necessary to leave out many which, with an extended sojourn, no tourist should omit. There is not on this continent a city whose natural beauties and historical reminiscences are so great; in fact the difficulty with the writer is to refrain from mentioning all that must necessarily be attractive. The city is unique, a walled fortress of unrivalled strength and of magnificent situation. From the height of Cape Diamond the view of the St. Lawrence is a superb panorama, a view of mountain, river, and valley, unequalled in the world. In passing through the quaint and narrow streets one feels that he is treading on a strange and weird world, wholly at variance with the rest of our continent. It is a city in which romance mingles with history, and the age of chivalry will draw its memories to the times we live in with a charm that is bewildering and fascinating. Everywhere there are battlements, fortresses, castles, convents, monasteries and towering walls, and the imagination rushes from the enchantment of practical existence to revel in the shrouded past.

THE FIRST DRIVE which the stranger should take will be a visit to the Ursuline Convent, which was founded by Madame de la Peltrie in 1631. The convent was twice destroyed by fire, once in 1650, and again in 1686, after which it was again erected, but many additions have since been made and the present buildings are very extensive, and the pupils number 300.

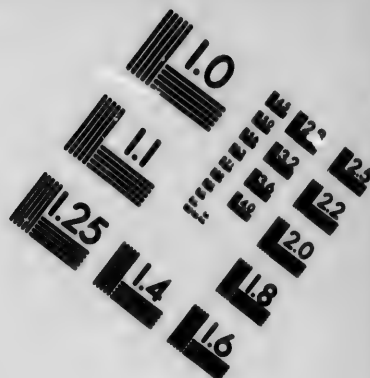
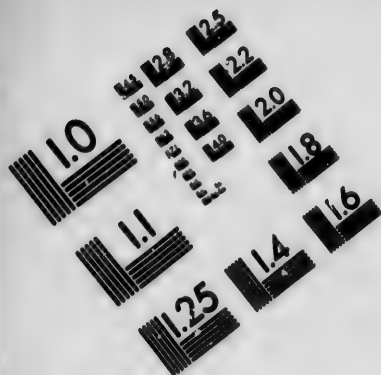
The Ursuline Nuns are cloistered and are celebrated for their piety and attainments. The Chapel of St. Ursula is connected with the convent, and in it are many valuable paintings.

Two mural tablets are erected in memory of Montcalm, and the following relics are therein deposited: The body of St. Clement, from the catacombs of Rome, brought to the Ursulines in 1687. The skull of

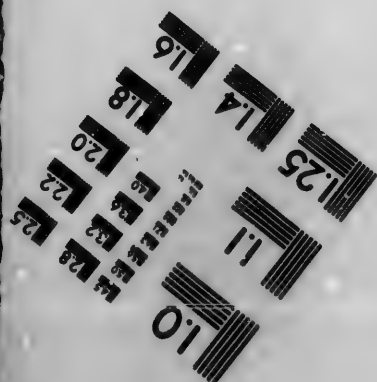
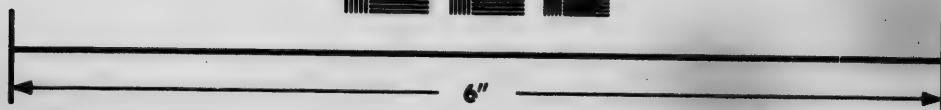
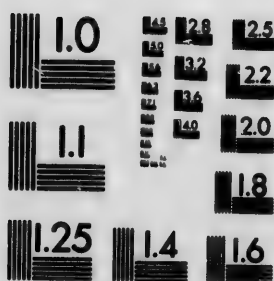
**Carter's Little Liver Pills.**

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one of the companions of St. Ursula, in 1675. The skull of St. Justus, in 1662. A parcel of the Holy Cross, in 1667. A parcel of the Crown of Thorns, brought from Paris in 1830.

Opposite the Chapel of St. Ursula is the site of the dwelling occupied by Madame de la Peltrie, the foundress.

Descending Garden street is the English Cathedral, erected in 1804 on the site of the Church of the Recollets. It is built in Roman style of architecture, and is filled with mural monuments, one of which is erected to the Duke of Richmond, a former Governor of Canada, whose remains lie near the pulpit, and who died in Upper Canada, 20th August, 1819. Another monument is erected to General Monckton, who fought under Wolfe at the capture of Quebec in 1759, and who died on 10th May, 1830. The tattered colours of the 69th Regiment are placed in the Church.

The Basilica Minor, hereto raised by Pio Nono in 1874, was consecrated in 1666 by Monseigneur de Laval, an eminent divine, who became first bishop of the colony, and who was founder of the Seminary School, which has added to itself a University, bearing the name of the founder.

Leaving the Basilica and the Seminary Chapel, the drive will be continued to the Grand Battery, from which a magnificent view of the St. Charles Valley, the Village of Beauport, and the ranges of the Laurentides can be had. There are fifty guns mounted on the Battery which command the entrance to the Harbour. In 1775, Arnold marched his men along the streets immediately below, and suffered a defeat. Quite close, where Hope Gate was, is the building once occupied by General Montcalm. Descending from the Battery by Palace Hill, the visitor should not omit to visit the ruins of the Intendant's Palace, which are now used as vaults for the storage of beer, manufactured immediately facing the ruins. The extent of the building can easily be traced, as, although during its occupation by the troops in 1775, under Montgomery and Arnold, it was bombarded from the city and destroyed by fire, there are sufficient remains to judge of the once magnificent structure.

Passing over Dorchester Bridge, which crosses the River St. Charles, called before the St. Croix and also the Cabir Combat, the tourist reaches the Village of Beauport, near which is the Beauport Asylum. The line of road is beautified by rows of white cottages, fronted by small patches

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of gardens. On the site of Beauport the English were defeated by the French in the attack made by Wolfe, on the 31st July, 1759, in which disastrous encounter the English lost nearly 700 men. At about the distance of seven miles from the city are the Falls of Montmorency, which can be seen from either above or below. The views from both places being so grand, the visitor is advised not to neglect a sight which has hardly a parallel. Leaving the Hotel on the farther bank of the rushing river, he descends by a flight of steps on which is constructed a stand, commanding a view of the summit of the Falls, the sound of whose roar in that locality is more than bewildering. The wild leap of the mad waters dazzles the brain and creates a whirl in the mind which is not easily forgotten. The view from below is even more magnificent and grand, for the water descends as if from some unknown height, and seems to threaten with destruction the beholder.

It often happens that the stranger neglects to visit a place of great interest, the Natural Steps, whose beauties can hardly be described. They are not further situated than about half a mile above the Falls, and are reached by a delightful pathway through the woods and fields. It is an irregular formation of stone steps, being perfectly horizontal, and descending to the bank of the mad rapids. On one side the precipitous banks, reaching to over 100 feet, frown down upon the dark threatening water, and are crowned and fringed by the evergreen fir-trees and the delicate fern. The scenery in the vicinity of the Falls is superb, and if the visitor be a follower of Isaac Walton, he may take a chance of a trout in the wild rapids of the Natural Steps.

THE SECOND DRIVE recommended to the visitor is that of the Citadel, and in passing to it through St. Louis street, is the house in which Montgomery was laid out; and at the foot of the hill leading to the Citadel is where the brave officer was buried, from which place his corpse was removed on 16th June, 1818, to be buried in St. Paul's Church Cemetery, N.Y. The entrance to the Citadel is through the Chain Gate, and afterwards Dalhousie Gate, where a guide will be furnished. Immediately opposite are the Officers' Quarters, in which the Princess Louise resided while in the city. Within the walls are casemated barracks, loop-holed for musketry and commanding the trenches, with which the Citadel is surrounded, and the whole country landwards. The Harbour is commanded by strong batteries, on which are mounted two Armstrongs and

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**This is not talk but truth, sick headache cured by**

a Palliser. The Flagstaff Bastion is over 350 feet above tide water, and the view from it is the grandest possible to be conceived. The St. Lawrence rolls magnificently onward to the ocean, and Point Levis, the Island of Orleans, and the Village of Beauport, stand forth boldly in unrivalled beauty. To the west are the Plains of Abraham, rendered ever memorable by the battle, which transferred Canada to the British Crown. Proceeding through the trenches and over the Glacis, the visitor can descend the steps to the Dufferin Terrace, a promenade, from which a view may be had not to be surpassed in the world. The Terrace was declared open in 1883 by the Marquis of Lorne and the Princess Louise, who were, on the occasion, greeted with a magnificent reception, and illumination in the evening.

Driving through St. Roch by the Little River Road, the visitor will reach the Indian Village of Lorette, situate at about nine miles from the city. On the road is the French Catholic Cemetery. In the centre of the village are the Falls of Lorette, a delightful piece of scenery, and enhanced by the charming walks laid out by the proprietor of the Hotel. In the western part of the village are the houses of the remains of the once powerful tribe of the Hurons, who have their own church, which, it is said, was designed after the model of the church in Lorette in the Old World, and whose legend has rendered it famous. Immediately above the Falls is the Aqueduct, from which Quebec is supplied with water. On the river the scenery is so charming that the stranger can hardly fail to visit it, and take a paddle up the stream through fairy vistas of woodland grandeur to Lake St. Charles. The visitor in Lorette can purchase all kinds of Indian workmanship, and test the dexterity of the Indian youth in shooting for coppers, and the ingenuity of the Indian maidens in needle-work.

THE THIRD DRIVE will be over the Grande Allée, or St. Louis road, leading to the famed Plains of Abraham, whereon is erected a monument bearing the following inscription :—

“ This pillar was erected by the British Army in Canada, A. D. 1849, His Excellency Lieutenant-General Sir Benjamin d'Urban being commander of the forces, to replace that erected by Governor-General Lord Aylmer, in 1832, which was broken and defaced, and is deposited beneath.”

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At the time of the battle, the centre of the French line was in the vicinity of St. Bridget's Asylum, their left wing extending towards the St. Lawrence, and the right to the St. Charles Valley, down which they retreated after the defeat. After passing the Toll Gate, for about a hundred yards, the visitor will be upon the ground occupied by the English centre, the left wing extending towards the St. Charles, and the right towards the St. Lawrence.

At the western part of the Plains is the locality known at the time of Wolfe's victory as the Ruisseau St. Denis, through whose vale the ascent was made.

The Sillery Convent, called the Convent of Jesus Marie, and the Church of St. Columba, stand on the heights above Sillery, where in times past there were camps of the Algonquin tribes of Indians, at that time protected by the French from their foes the Iroquois. In connection with this Indian settlement, is the discovery, a short time since, of the remains of the Jesuit Missionary, Emmanuel Masse, to whose memory a monument has been erected by several citizens. A church was built on the spot by the commander of Sillery, in 1677.

Woodfield Cemetery, appertaining to St. Patrick's Church, is a most beautiful spot; at present there are few monuments to be seen, as the acquisition has been but recently made, but in Mount Hermon, the Protestant Cemetery, there are very fine monuments, and among them one in remembrance of a heart-breaking incident, the death of many newly-arrived immigrants by the burning of the steamer "Montreal." Descending to Champlain street, and very near the foot of the Citadel, will be noticed the place where Montgomery fell on the occasion of his assault on the city, on the midnight of 31st December, 1775. Passing through the Lower Town, which is the mercantile locality, there is nothing of great interest to attract attention, except the ancient style of architecture of many of the houses. Very nearly opposite the Quebec Bank is where Arnold erected a barricade, and from which he was dislodged after a severe skirmish, in which the Canadian Volunteers covered themselves with glory.

The drive out by the St. Foy road is one of the most beautiful round the city, and commands a grand view of the St. Charles Valley, the Laurentides, and the St. Lawrence, below Quebec, reaching as far as Cape Tourment; and in fine weather the spray from Montmorency Falls

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is clearly discernible. A monument, erected to those who fell in the battle of St. Foy, is erected at about two miles from the city, and bears the simple inscription — "Aux braves de 1760 ; érigé par la Société St. Jean Baptiste de Quebec, 1860." The statue of Bellona was presented by Prince Napoleon. The Belmont Catholic Cemetery is on this road, and contains many fine monuments.

Proceeding by the road turning southwards, near the St. Foy Church, the stranger reaches the St. Louis road, from which the view of the St. Lawrence again meets him. Villas and mansions, surrounded by magnificent grounds, are on each side, and the drive at parts leads through avenues of trees, graceful elms, stately pines, and magnificent birch trees, whose branches and foliage extend a grateful shade over the roadway. On the St. Louis road are the residence and farm of Col. Rhodes, where summer seems ever to reign. Conservatories, green-houses, vineries, hot-houses, forcing-houses, everywhere abound. In the depth of winter the atmosphere is dense with the perfume of the flowers of Arabia and Persia. The land of the sun boasts not such a variety of the delights of the garden, and the Peri at the gates of Paradise could be satisfied to cull the flowerets which are here so luxuriant. It would seem that a magic wand had created in a moment, to their full lusciousness and ripeness, myriads of grapes, strawberries, pears, and oranges. The strawberries alone are a marvel, exceeding in size all that imagination can picture. And this gentleman does not confine his amateur tastes alone to the cultivation of fruit, but raises cattle, the equal of which one must travel far to see. The drive into the city by the St. Louis road is one of the most entrancing, and the breeze from the river renders even the hottest day in summer pleasant and agreeable.

THE FOURTH DRIVE recommended to the stranger will prove, perhaps, the most delightful. It is that to Lake Beauport, which will be reached by the Charlesbourg road, passing through the village of the same name, in which the terrified priests and women found refuge at the time of the siege. Many portions of Charlesbourg remind us of an English village, and there is ever in the place a delightful sense of Acadian simplicity. Not very far from it are the ruins of Château Bigot, called also the Hermitage and Beaumanoir, the rural retreat or hunting-box, built by the Intendant Bigot, whose infamous transactions as Intendant in Canada, and who was suspected of being a traitor, secured for him a

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long imprisonment, relieved by the influence of his *quondam* mistress, Madame DePean, whose residence will be remarked in St. Louis. But are not their lives chronicled by the pen of Mr. Kirby in his novel of "The Golden Dog?"

But what can be said of Lake Beauport, or rather what need there be said about the most charming and delightful retreat near Quebec? It is a lake situate among the mountains, whose grand shadows, in the heat of summer, temper the rays of the scorching sun, and where life seems ever to be a thing of beauty and joy for ever. Never was poem more entrancing than the lake, where the aroma of the woods and the songs of birds bear the gladness on the air, where to breathe the atmosphere is a surcease of sorrow. You can glide over the surface of this fancy lake in a bark canoe, and take from it speckled salmon trout; you can live on its waters in a happy existence and dream of "love among the roses." Go out and visit this *sans souci* in the woods, this *nepenthe* among the mountains, this *dolce far niente* on the bosom of a lake where the flies never bite, the fish never rise, and little black-eyed *gamins* paddle you around in canoes just for a song. Go out with your rod, look at the towering mountains, and the woodland nooks and shady little coves, where trout jump about like sprites, and come back with a basketful, and have your dinner at the cottage hotel, with wild strawberries and cream, and then return to town and say what you think of Lake Beauport.

THE SHRINE AND FALLS OF STE. ANNE.—At the distance of about 20 miles below Quebec is the Village of Ste. Anne de Beaupré, sometimes called Ste. Anne du Nord, and always called *La Bonne Ste. Anne*, to whom is consecrated the Parish Church, erected about three years ago, by the Pope into a shrine of the first order, in which is a fine painting, by the famous artist LeBrun, "St. Anne and the Virgin," presented by M. de Tracy, Viceroy of New France, in 1666, to the church, for benefits received. The festival day of this saint is the 26th of July, at which time thousands of pilgrims proceed—not only by steamer and carriage, but on foot—to this holy shrine; many walk the whole distance from Quebec to the church as a penance, or in performance of vows. The church is a new building, the old one having been found too small for the accommodation of the crowds of pilgrims who resorted there. In it are placed thousands of crutches left by those who departed after being cured of the lameness and other maladies by the Bonne Ste.

Anne, whose praises are world-wide, for hither congregate, daily, thousands of pilgrims from all parts to be cured of their infirmities. Deposited in the sanctuary is a holy relic, being a finger bone of the saint herself, on kissing which the devotee is immediately relieved of all worldly ills and misfortunes. Wonder begins and misbelief vanishes on gazing at the piles of crutches; there one beholds unmistakable evidence of the unlimited medicinal power of the mother of the Virgin. Daily are the proofs of this power; the stranger can see with his own eyes the decrepit, the halt, the sore, the lame, the wounded, carried into the holy sanctuary, and depart therefrom (after kissing the holy relic) cured and whole. Many are the scenes here witnessed of the despairing filled with renewed hope, and the feeble and faint glad again with strength and health.

The fishing above and below the Falls is very good for both salmon and trout, and the scenery of that wild description generally characteristic of the Laurentian ranges.

**THE LEVIS FORTS AND THE FALLS OF CHAUDIERE.**—The visitor to Quebec should not fail to visit the Town of Levis, whose heights once encamped the English troops in 1759, and bombarded the city. Not long since an encampment of Indians was located at that place now called St. Joseph de Levis, and the citizens and strangers were then wont to make excursions to interview those dusky roamers. In rear of the Town of Levis are constructed three forts for the protection landwards of the position. They are of triangular formation, the base facing the city, and consisting simply of a wall, without any defence except the ditch, leaving it open to be battered by the guns of the Citadel in the event of occupation by an enemy. The two other sides are strongly loop-holed casements, protected by a glacis, and having loop-holed caponnières at the angles, to sweep the ditch, and which are reached by subterranean passages. The ditch all round the fort is 20 feet deep by about 40 feet in width, and is crossed at only one point by a drawbridge, which is removed at will. Each fort contains at least one large well, and has accommodation for about 400 men.

No. 1, which is situated in rear of the Grand Trunk Station, is altogether built of stone, while the exterior facings of the casements of Nos. 2 and 3 are of brick. The magazines are two in number, and are built to contain a large quantity of powder. The present armament of each fort consists of but one pivot gun, a 7-inch breech-loading Armstrong,

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**Everybody likes them, try them.**



throwing a projectile of 120 lbs. ; but, at very short notice, the three forts could be completely armed from the vast stores in the Citadel. These forts cost the English Government \$1,000,000.

Within a few miles from the Town of Levis are the Falls of the Chaudiere, which, by some, are considered second to Niagara. They are about 130 feet in height, and command, from the beholder, a sentiment of awe and wonder. The wild waters rush over the precipice with the same grandeur and magnificence as at Niagara and Montmorency, and the deafening roar stuns, for the first few moments, the mind of the most stolid spectator. Here is seen a breadth of water not existent at Montmorency, and there is a grander stretch of scenery which, as it were, entrances the beholder.

Down the valley, in 1775, swarmed the brave Montgomery and his misled followers, and on the banks of this river they first looked upon the city which eventually proved their prison, or their grave.

Near by is the Church of New Liverpool, famed for its beautiful frescoes. The return to the city by boat is fully recompensed by the delightful view which is afforded of all the prominent points of interest in the Old World City of Quebec.



**"Hark, I hear the angels sing,  
Carter's Little Liver Pills just the thing.  
Peace on earth, they are very mild;  
Three for a man, and one for a child.**

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# THE FLORENCE

QUEBEC, CANADA.



BENJ. TRUDEL, PROPRIETOR AND MANAGER.

**THE FLORENCE** is the most pleasant, attractive and comfortable house for tourists that can be found on this continent. Its location is unequalled, and the panoramic view to be had from the Balcony is not even surpassed by the world-renowned Dufferin Terrace, as it commands a full view of the River St. Lawrence, the St. Charles Valley, Montmorency Falls, Laurentian Range of Mountains, and overlooks the largest part of the City.

The rooms are large, elegantly furnished and well ventilated, and the table **FIRST-CLASS.**

Street cars pass the door every ten minutes.

Telephone communications, etc.

Electric Light and Bells throughout.

The means of escape in case of fire are unsurpassed.

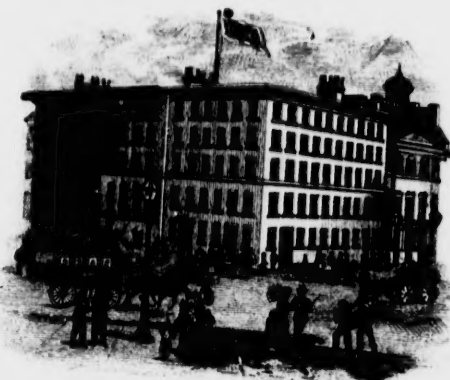
Iron balconies at the end of every passage, with straight iron stairs leading to the ground; it is so perfect and safe, that guests, (ladies and gentlemen), are making daily use of it when wishing to go in and out to the rear streets.

**A positive cure for sick headache—Carter's Little Liver Pills.**

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# ST. LOUIS HOTEL

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THIS Hotel, which is unrivaled for size, style and locality in Quebec, has just been completely transformed and modernized throughout, being refitted with New System of Drainage and Ventilation, Passenger Elevator, Electric Bells and Lights, etc., etc. In fact, all that modern ingenuity and practical science can devise to promote the comfort and convenience of guests, has been supplied.

The ST. LOUIS is eligibly situated in the immediate vicinity of the most delightful and fashionable promenades; the Governor's Garden, the Citadel, Place d'Armes, Dufferin Terrace and the Esplanade, and contains accommodation for five hundred guests.

CHATEAU ST. LOUIS HOTEL CO.

WILLIAM E. RUSSELL, PRESIDENT.

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Compliments  
ST. LAWRENCE HALL

